Association of Bay Area Governments

METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:
James P. Spering, Chair Eddie Ahn, Vice Chair

David Canepa, Damon Connolly, Carol Dutra-Vernaci, Victoria Fleming, Sam Liccardo, and Libby Schaaf

Non-Voting Members: Dorene M. Giacopini and Vacant

Friday, September 10, 2021 | **9:45 AM** | **Board Room - 1st Floor (REMOTE)**

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Committee members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Committee members.

The meeting webcast will be available at http://mtc.ca.gov/whats-happening/meetings Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: https://bayareametro.zoom.us/j/86899765276
iPhone One-Tap: US: +14086380968,,86899765276# or +16699006833,,86899765276#
Join by Telephone (for higher quality, dial a number based on your current location) US: +1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 868 9976 5276
International numbers available: https://bayareametro.zoom.us/u/kGU3kJSCD
Detailed instructions on participating via Zoom are available at: https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

2. ABAG Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

3a. 21-1053 Approval of ABAG Administrative Committee Summary Minutes of the July 9, 2021 Meeting

Action: ABAG Administrative Committee Approval

Attachments: 3a_ABAG AC Minutes 20210709 MTC Planning Draft.pdf

4. MTC Planning Committee Consent Calendar

4a. 21-1054 Approval of MTC Planning Committee Minutes of the July 9, 2021 Meeting

Action: MTC Planning Committee Approval

Attachments: 4a_MTC PLNG_Minutes_July 9 2021.pdf

5. Approval

5a. 21-1073 MTC Res. Nos. 4035, Revised and 4202, Revised - Climate Initiatives Program Mobility Hubs Pilot Project Selection

Approval of a program of projects selected through the pilot phase of the Mobility Hubs program, an MTC Climate Initiatives Program strategy.

Action: MTC Commission Approval

Presenter: Krute Singa

Attachments: 5a_DRAFT_Res. 4035_4202_Mobility Hubs Pilot Recommendations.pdf

6. Information

6a. 21-1071 Plan Bay Area 2050: Implementation Plan Partnerships & Final Steps to Adoption

Summary of major findings and considerations from the Partnership Phase of the Implementation Plan as well as final steps for overall Plan Bay Area 2050 finalization, prior to a joint meeting of the Commission and ABAG Executive Board in October to consider Final Plan adoption.

Action: Information

Presenter: Chirag Rabari and Dave Vautin

Attachments: 6a_PBA50_Implementation Plan_partnerships.pdf

6a-Handout-Attachment B_PBA2050_IP_Briefs_September 2021.pdf

7. Public Comment / Other Business

*Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

8. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, October 8, 2021 at 9:40 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Agenda Item 3a

375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Administrative Committee

Chair, Jesse Arreguin, Mayor, City of Berkeley
Vice Chair, Belia Ramos, Supervisor, County of Napa

Friday, July 9, 2021 | **9:40 AM** | **Board Room - 1st Floor (REMOTE)**

Association of Bay Area Governments
Administrative Committee

The ABAG Administrative Committee may act on any item on the agenda.
The ABAG Administrative Committee will meet jointly with the MTC Planning Committee.
The meeting is scheduled to begin at 9:40 a.m.
or immediately following the preceding MTC committee meeting.
Agenda, roster, and webcast available at https://abag.ca.gov
For information, contact Clerk of the Board at (415) 820-7913.

Roster
Jesse Arreguin, Pat Eklund, Neysa Fligor, Dave Hudson, Otto Lee, Rafael Mandelman, Karen Mitchoff, Raul Peralez, David Rabbitt, Belia Ramos, Carlos Romero, Lori Wilson

1. Call to Order / Roll Call / Confirm Quorum

Chair Arreguin called the meeting to order at about 10:04 a.m. Quorum was present.

Present: 7 - Arreguin, Eklund, Fligor, Hudson, Mitchoff, Rabbitt, and Romero

Absent: 5 - Lee, Mandelman, Peralez, Ramos, and Wilson L

2. ABAG Compensation Announcement – Clerk of the Board

The ABAG Clerk of the Board gave the ABAG compensation announcement.

3. ABAG Administrative Committee Consent Calendar

Upon the motion by Eklund and second by Hudson, the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:

Aye: 7 - Arreguin, Eklund, Fligor, Hudson, Mitchoff, Rabbitt, and Romero

Absent: 5 - Lee, Mandelman, Peralez, Ramos, and Wilson L

3.a. 21-0951 Approval of ABAG Administrative Committee Summary Minutes of the June 11, 2021 Meeting

3.b. 21-0952 San Francisco Estuary Partnership: Ariel Rubissow Okamoto ($85,000)

3.c. 21-0953 San Francisco Estuary Partnership: City of Palo Alto ($150,000)

3.d. 21-0954 ABAG Resolution No. 06-2021, Revised: Regional Early Action Planning (REAP) Funds

3.e. 21-0955 Regional Early Action Planning (REAP) Consulting Services: Urban Planning Partners ($576,775)

3.f. 21-0956 Regional Early Action Planning (REAP) Consulting Services: 4Leaf, Inc. ($615,175)

3.g. 21-0957 Bay Area Regional Energy Network (BayREN): County of Ventura ($146,667)

4. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

4.a. 21-0872 Approval of MTC Planning Committee Minutes of the June 11, 2021Meeting

4.b. 21-0904 Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program (TIP)

5. Information

5.a. 21-0873 Regional Sea Level Rise Adaptation Initiatives and Actions

Presentation highlighting the ongoing regional sea level rise planning efforts and sea level rise roles for MTC/ABAG, including two proposed actions: 1) development of a Sea Level Rise Funding Strategy and 2) exploration of a resilience technical assistance effort.

Rachael Hartofelis and Michael Germeraad gave the report.

The following gave public comment: Roland Lebrun, Richard Hedges.

5.b. 21-0905 Climate Program - Local Parking Policy Technical Assistance

Update on MTC/ABAG assistance to local jurisdictions on parking policy development and implementation.

James Choe gave the report.

The following gave public comment: Roland Lebrun, Richard Hedges.

6. Public Comment / Other Business

7. Adjournment / Next Meeting

Chair Arreguin adjourned the meeting at about 11:39 a.m. The next regular meeting of the ABAG Administrative Committee is on September 10, 2021.

Association of Bay Area Governments

METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:
James P. Spering, Chair Eddie Ahn, Vice Chair

David Canepa, Damon Connolly, Carol Dutra-Vernaci, Victoria Fleming, Sam Liccardo, and Libby Schaaf

Non-Voting Members: Dorene M. Giacopini and Vacant

Friday, July 9, 2021 | **9:40 AM** | **Board Room - 1st Floor (REMOTE)**

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn, Commissioner Canepa and Commissioner Dutra-Vernaci

Absent: 2 - Commissioner Schaaf and Commissioner Fleming

Non-Voting Member Present: Commissioner Giacopini
Ex Officio Voting Member Present: Commission Chair Pedroza
Ad Hoc Non-Voting Member Present: Commissioner Rabbitt and Commissioner Worth

ABAG Administrative Committee Members Present: Arreguin, Eklund, Fligor, Hudson, Mitchoff, Rabbitt, and Romero.

2. ABAG Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

3a. 21-0871 Approval of ABAG Administrative Committee Summary Minutes of the June 11, 2021 Meeting

Action: ABAG Administrative Committee Approval

Attachments: 3a_Minutes 20210611 ABAG ADMIN.pdf

3b. 21-0945 San Francisco Estuary Partnership: Ariel Rubissow Okamoto ($85,000)

Action: ABAG Administrative Committee Approval

Presenter: Caitlin Sweeney

Attachments: 3b_SFEP Summary Sheet Climate Adaptation Publication Ariel Okamoto BARC.pdf

3c. 21-0946 San Francisco Estuary Partnership: City of Palo Alto ($150,000)

Action: ABAG Administrative Committee Approval

Presenter: Caitlin Sweeney

Attachments: 3c_SFEP Summary Sheet City of Palo Alto Parking Lots Assistance.pdf

3d. 21-0947 ABAG Resolution No. 06-2021, Revised: Regional Early Action Planning (REAP) Funds

Action: ABAG Administrative Committee Approval

Presenter: Heather Peters

Attachments: 3d_REAP Allocations.pdf

3e. 21-0948 Regional Early Action Planning (REAP) Consulting Services: Urban Planning Partners ($576,775)

Action: ABAG Administrative Committee Approval

Presenter: Heather Peters

Attachments: 3e_Summary Sheet REAP Consulting Services_Alameda.pdf

3f. 21-0949 Regional Early Action Planning (REAP) Consulting Services: 4Leaf, Inc. ($615,175)

Action: ABAG Administrative Committee Approval

Presenter: Heather Peters

Attachments: 3f_Summary Sheet REAP Consulting Services_SonomaNapa.pdf

3g. 21-0950 Bay Area Regional Energy Network (BayREN): County of Ventura ($146,667)

Action: ABAG Administrative Committee Approval

Presenter: Jenny Berg

Attachments: 3g_BayREN Summary Sheet Purchase Order County of Ventura CCEC.pdf

4. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Dutra-Vernaci and second by Vice Chair Ahn, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 6 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn, Commissioner Canepa and Commissioner Dutra-Vernaci

Absent: 2 - Commissioner Schaaf and Commissioner Fleming

4a. 21-0872 Approval of MTC Planning Committee Minutes of the June 11, 2021Meeting

Action: MTC Planning Committee Approval

Attachments: 4a_MTC PLNG_Minutes_June 11 2021.pdf

4b. 21-0904 Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program (TIP)

Action: Information

Presenter: Harold Brazil

Attachments: 4b_DraftConformityAnalysis.pdf

5. Information

5a. 21-0873 Regional Sea Level Rise Adaptation Initiatives and Actions

Presentation highlighting the ongoing regional sea level rise planning efforts and sea level rise roles for MTC/ABAG, including two proposed actions: 1) development of a Sea Level Rise Funding Strategy and 2) exploration of a resilience technical assistance effort.

Action: Information

Presenter: Rachael Hartofelis and Michael Germeraad

Attachments: 5a_Sea Level Rise.pdf

Roland Lebrun spoke on this item.
Rich Hedges spoke on this item.

5b. 21-0905 Climate Program - Local Parking Policy Technical Assistance

Update on MTC/ABAG assistance to local jurisdictions on parking policy development and implementation.

Action: Information

Presenter: James Choe

Attachments: 5b_Parking Update.pdf

Roland Lebrun spoke on this item.
Rich Hedges spoke on this item.

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, September 10, 2021 at 9:40 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

Metropolitan Transportation Commission
MTC Planning Committee

September 10, 2021 **Agenda Item 5a**

MTC Res. Nos. 4035, Revised and 4202, Revised - Climate Initiatives Program Mobility Hubs Pilot Project Selection

Subject: Approval of a program of projects selected through the pilot phase of the Mobility Hubs program, an MTC Climate Initiatives Program strategy.

Background: MTC's Climate Initiatives Program identifies a variety of strategies and programs to help meet the per capita greenhouse gas (GHG) emissions reduction target established by the California Air Resources Board (CARB) for the region's Sustainable Communities Strategy (SCS). In November 2015, MTC committed $22 million through the One Bay Area Grant Program (OBAG2) to implement three Climate Initiatives strategies identified in Plan Bay Area 2040: carsharing/mobility hubs, targeted transportation alternatives (TTA) and electric vehicle incentives and infrastructure. In October 2017, MTC allocated $10 million to the Bay Area Air Quality Management District, the region's lead agency for electric vehicle implementation. In June 2018, MTC allocated $1.2 million for carshare/mobility hubs ($400,000 of this amount is from OBAG1) and $325,000 for TTA to explore pilot programs for each Climate Initiatives strategy. A remaining balance of approximately $10.9 million is available for implementation of these strategies.

Mobility hubs are community anchors that enable travelers of all backgrounds and abilities to access multiple transportation options - including shared scooters, bicycles and cars, and transit – as well as supportive amenities in a cohesive space. Of the $1.2 million for carsharing/mobility hubs, $175,000 was used to develop the Mobility Hubs Playbook, which defined mobility hub typologies, best practice elements, and mobility hub locations throughout the Bay Area, leaving the balance for selecting pilot projects. In February 2021, staff provided an update on the development of the Mobility Hubs Program, including the release

of a call for pilot projects. The goals of the pilot are to better understand mobility hub implementation, learn specifics about implementation challenges, operations and maintenance, successful partnership relationships, and how best to effectively incorporate mode shift and VMT reduction. Lessons learned from the pilot will inform a broader regional mobility hubs program.

Call for Pilot Projects Process

In late May 2021, staff released a Call for Mobility Hub Pilot Projects. The call for pilot projects was open to the top 150 priority locations located throughout the region identified in the Mobility Hub Playbook that informed the development of the program. The deadline to submit applications closed on June 25, 2021. Following broad outreach that included notifications to city, transit agency and county transportation agency (CTA) staff, presentations at various CTA forums, and a pre-application workshop, staff received requests for 10 applications, totaling $4.1 million in assistance, approximately $3 million more than available funding.

Proposals were evaluated by a panel of MTC/ABAG and external staff using criteria listed below.

- Connection to an anchor service (anchor services include a transit stop served by multiple frequent (15-minute headways or peak-period commuter service) transit routes, car share, docked bike share, or another community mobility model)
- Need for and benefit of the project
- Result or outcome of a community engagement process
- Plan for creating a customer-centric mobility hub design
- Demonstration of partnership for implementation
- Coordination on wayfinding and digital information with MTC's Regional Transit Mapping & Wayfinding Program
- Feasibility of delivering the project within timeframe

Applicants could apply for quick build or permanent construction. For quick-build infrastructure, a demonstrated pathway to permanence was required.

Due to the importance of the connection between transit service and mobility hubs, transit agencies serving the proposed hub locations were also contacted for access and connectivity input on each of the proposed projects.

Mobility Hub Pilot Program Award Recommendations
Of the ten applications, staff recommend awarding funding to seven projects identified in Attachment B, which include representation of:

- Mobility Hub Typologies (Regional Downtown; Urban District; Emerging Urban District; Suburban/Rural; Pulse; Opportunity)
- Anchor services, including local bus, regional rail, ferry, bikeshare and carshare
- Quick build and permanent construction

Staff recommends programming $2.7 million for all recommended projects outlined in Attachment B, and in the applicable programming resolutions. Staff also recommends programming an additional $150,000 of the Climate Initiatives Program unprogrammed balance to be available for placemaking technical assistance for all recommended projects. In the evaluation of all pilot projects submitted, the evaluation panel noted that all projects could benefit from strengthened placemaking, a key component in creating a successful, well-functioning mobility hub.

The recommendation to award funding to seven projects, as well as placemaking technical assistance, requires the programming of an additional $1.85 million of the unprogrammed balance reserved for the Climate Initiatives Program in OBAG 2 noted

above. Funding all recommended projects will allow staff to learn from the diversity of the proposed hub pilot projects, which will inform a broader regional mobility hubs program and any further technical assistance.

Next Steps: Staff will work with awardees to establish scopes of work. Since the call for projects application was designed for ease of completion to reduce barriers to apply, project awards will require the cooperative development of a scope between MTC and the project sponsor. Staff will also work with project sponsors not recommended for funding to assist in the development of an application for the next round of Mobility Hub funding. Staff anticipate returning to the committee next summer with an update on the pilot projects and recommended next steps for the next round of Mobility Hub funding.

Issues: None identified.

Recommendation: Refer MTC Resolution Nos. 4035, Revised and 4202, Revised, to the Commission for approval. MTC Resolution No. 4202 is also on the September Programming and Allocations Committee agenda. Only the applicable recommendations approved by the Planning Committee and by the Programming and Allocations Committee will be referred to the Commission. Award funding pending cooperative development of a scope between MTC and the project sponsor.

Attachments:
Attachment A: Presentation
Attachment B: List of Mobility Hub Pilot Program Proposals
Attachment C: MTC Resolution No. 4035, Revised, Attachment B-1
Attachment D: MTC Resolution No. 4202, Revised, Attachment B-1

Therese W. McMillan

Mobility Hubs Pilot Program Call for Projects Recommended Awards

Joint MTC Planning Committee with the ABAG Administrative Committee

September 10, 2021

Krute Singa, MTC/ABAG

Climate

Overview

1. Mobility Hubs Program
2. Pilot Program Purpose
3. Pilot Criteria
4. Recommended Awards

Mobility Hubs Program

- Climate Initiative Strategy from Plan Bay Area 2040 and Plan Bay Area 2050
- Primary goal: reduce greenhouse gas emissions through a reduction in vehicle miles traveled
- Mobility hubs = community anchors that enable travelers of all backgrounds and abilities to access multiple transportation options - including shared scooters, bicycles and cars, and transit – as well as supportive amenities in a cohesive space

Funding

- $22 million through the One Bay Area Grant Program (OBAG2) for three Climate Initiatives strategies. Current allocations:
  - $1.2M for carshare/mobility hubs pilot
  - $325K for Targeted Transportation Alternatives pilot
  - $10M for electric vehicle program (provided to the Bay Area Air Quality Management District)
- $10.9M – OBAG 2 Climate Initiatives remaining balance

Pilot Program Purpose and Call for Projects Outreach

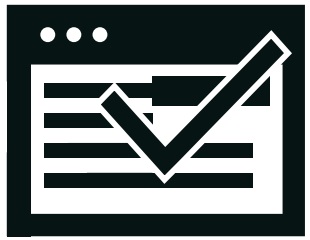
Pilot Program Purpose

- Understand and address implementation challenges
- Create a unified space that is safe, welcoming, and inclusive for all users of all backgrounds and abilities, and provides easy connections between the travel options
- Develop and maintain critical stakeholder partnerships to ensure successful hub operations, maintenance and connection to the local community
- Implement hubs in a variety of typologies

Lessons learned to inform program expansion.

Notifications to city, transit agency and county transportation agency (CTA) staff

County presentations



Simplified, web-based application

Evaluation

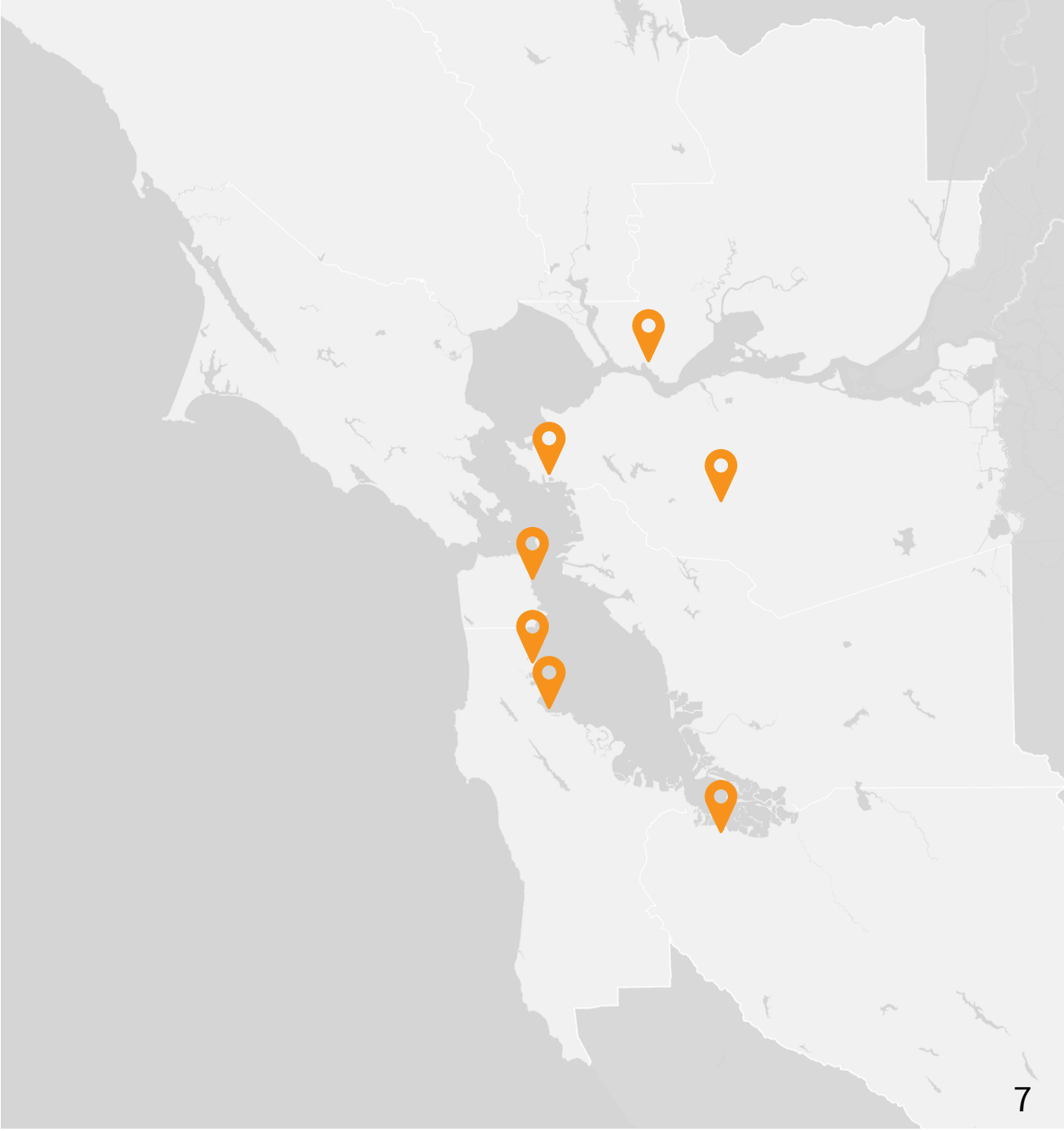
Criteria	Weight
Have an anchor service	10%
Show need for and benefit of the project. Projects with greatest potential to reduce VMT and emissions will be given additional consideration	20%
Be the direct result or outcome of a community engagement process. Communication strategy	15%
Show a plan for creating a customer-centric mobility hub design	20%
Demonstrate partnership	10%
Show coordination on wayfinding and digital information with MTC's Regional Transit Mapping & Wayfinding Program	10%
Deliver the project within timeframe	15%
For Category 1: Quick-Build Infrastructure and Amenities: demonstrate a pathway to permanence	

Recommended Awards

Recommended projects represent:

- Mobility Hub typologies
- Anchor services, including local bus, regional rail, ferry, bikeshare and carshare
- Quick build and permanent construction
- PDAs
- Equity Priority Communities
- High Resource Areas

Total cost: $2.7M



Award Request Summary

Location	Project Purpose/Description	Request
MacArthur BART Station	Connect travelers to active options, including solar-charged micromobility. Improve wayfinding, including for people with visual impairments	$750,000
Bishop Ranch Business Park	Modernize Transit Center and transform space into a cohesive multi-modal shared hub	$387,600
Temp. Transbay Terminal (vacant site)	Develop temporary hub and evaluate use for permanent hub components when Temporary Terminal is developed	$340,760
Caltrain Burlingame Station – Burlingame Square Transit Hub	Enhance existing infrastructure by adding pedestrian scale lighting and wayfinding improvements	$500,000
Millbrae BART and Caltrain Station/ Millbrae Transit Center	Improve first/last mile gaps between station and downtown through electric scooter/bikes stations, bike fix-it station, bike racks, electric vehicle charging stations, wayfinding signs, and site amenities such as shaded seating	$345,150
Mountain View Caltrain Station/Transit Center	Improve transit access with new options and electric charging facilities. Expand walkability of downtown and Transit Center area	$200,000
Vallejo Ferry Terminal	Enhance visibility and comprehension of service to grow ridership by improving ease of use	$200,000

Total: $2,723,510

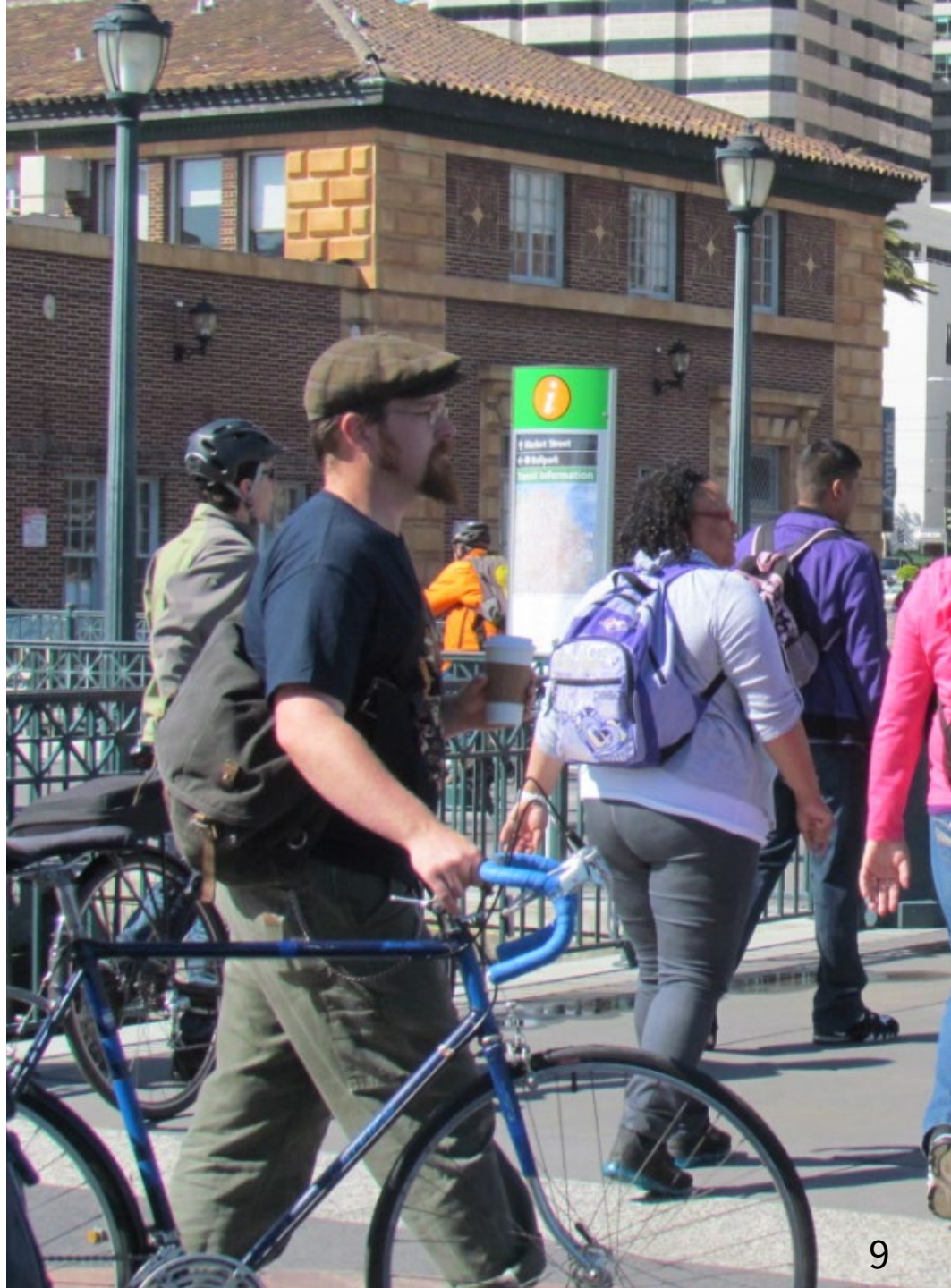
Recommended Awards

Award 7 Recommended Projects and Technical Assistance for Placemaking

- Program $2.7 million for all recommended projects
- Program $150,000 for placemaking technical assistance for all recommended projects
- Recommendation requires programming additional $1.7 million from OBAG 2 Climate Initiatives Program balance

Benefits:

- Enables staff and Commission to learn from the diversity of proposed hub pilot projects
- Informs a broader regional mobility hubs program and any further technical assistance
- Strengthens potential for placemaking, a key component in creating a successful, well-functioning mobility hub



Next Steps

- Work with awardees to develop project work scopes based on feedback from project evaluation
- Coordinate with project sponsors not recommended for funding to strengthen applications in preparation for a subsequent round of Mobility Hub funding
- Provide a pilot project update in summer 2022 and recommend next steps for next Mobility Hub funding cycle

Requested Action

Refer MTC Resolution Nos. 4035, Revised and 4202, Revised, to the Commission for approval.

Award funding pending cooperative development of a scope between MTC and the project sponsor.

Thank You

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Krute Singa (ksinga@bayareametro.gov)

mtc.ca.gov/planning/transportation/mobility-hubs

Mobility Hubs Pilot Project Award Recommendations

Table 1. Proposed Awards

County	Project Sponsor	Location	Hub Typology[1]	PDA[2]	EPC[3]	HRA[4]	QB or PC[5]	Short Project Purpose/Description	Award
Alameda	Bay Area Rapid Transit (BART)	MacArthur BART Station	Regional Downtown	Yes	Yes	No	PC	Connect a diversity of travelers to a variety of active options. Wayfinding improvements will enhance visibility and comprehension of the BART system and its connections. Includes wayfinding for people with visual impairments and a micromobility solar charging station.	$750,000
Contra Costa	San Ramon	Bishop Ranch Business Park	Pulse; Suburban/ Rural	Yes	No	No	PC	Modernization of Transit Center and transformation of the space into a cohesive multi-modal shared hub.	$387,600
San Francisco	San Francisco Municipal Transportation Agency (SFMTA)	Temporary Transbay Terminal (Vacant Site)	Regional Downtown	Yes	No	No	QB	Develop a temporary hub with East Cut Community Benefit District, and evaluate use of the location using qualitative and quantitative data to understand how the Hub is used to build permanent hub in area when Temporary Transbay Terminal is developed.	$340,760
San Mateo	Burlingame	Caltrain Burlingame Station - Burlingame Square Transit Hub	Emerging Urban District	Yes	No	No	QB and PC	Enhance existing infrastructure by adding features to create a comfortable, convenient and accessible center for users of all types of transportation modes, including pedestrian-scale lighting improvements, and pedestrian level wayfinding.	$500,000

County	Project Sponsor	Location	Hub Typology[1]	PDA[2]	EPC[3]	HRA[4]	QB or PC[5]	Short Project Purpose/Description	Award
San Mateo	Millbrae	Millbrae BART and Caltrain Station - Millbrae Transit Center	Emerging Urban District	Yes	No	Yes	QB	Help bridge first- and last-mile gaps between the BART and Caltrain Station and the downtown commercial center with services that include electric scooter/bikes stations, bike fix-it station, bike racks, electric vehicle charging stations, wayfinding signs, site amenities such as shaded seating area	$345,150
Santa Clara	Mountain View	Mountain View Caltrain Station - Mountain View Transit Center	Urban District	Yes	No	Yes	PC	Improve access to transit with new options and electric charging facilities. Further expand walkability of downtown and area around the Transit Center	$200,000
Solano	Vallejo	Vallejo Ferry Terminal	Emerging Urban District	Yes	Yes	No	PC	Grow ridership by making the service better understood, easy to use, and more comfortable.	$200,000

Total: $2,723,510

[1] Hub Typologies:

- Regional Downtown: Regional central business districts
- Urban District: centers with moderate to high residential and employment densities with a mix of uses
- Emerging Urban District: Areas of low to moderate residential and employment densities with a mix of uses, future development potential
- Suburban and rural: Areas with small neighborhood or and auto-oriented urban form with the lowest residential and employment densities of all hub types
- Pulse: Large trip generators, including airports, stadiums, universities, and major employers
- Opportunity: An area of high mobility need lacking frequent or high-capacity transit or other mobility services located within an Equity Priority Community

[2] Priority Development Area (Plan Bay Area 2050)
[3] Equity Priority Community (formally Community of Concern - Plan Bay Area 2050)
[4] High Resource Area (Plan Bay Area 2050)
[5] QB = Quick Build; PC = Permanent Construction

Table 2. Proposals Not Recommended For Funding During Current Pilot Phase
Staff will work with the project sponsors to assist in the development of an application for the next round of Program funding.

County	Jurisdiction	Location	Hub Typology[1]	PDA[2]	EPC[3]	HRA[4]	QB or PC[5]	Short Project Purpose/Description	Request
Alameda	Alameda	Pacific Avenue/Fourth Street	Opportunity	No	Yes	Yes	PC	Improve safety and attractiveness of bicycling, walking and riding the bus, including bus stop bulb-outs/islands, real-time bus signage, protected bikeways. Project is focused on safety and complete streets improvements; panel recommended improving safety conditions first and then apply to next Hub grants phase.	$500,000
Alameda	Fremont	Centerville Train Depot	Opportunity	Yes	No	No	PC	Better connect the various transportation options, better linking the Depot to the surrounding Centerville District, and activating the space within the Depot, including Bill Ball Plaza. Recommend for funding in next phase of grant program as location not on list of priority mobility hub locations outlined for the pilot phase of the program.	$442,650
Sonoma	Petaluma	Lakeville or US101 Park-n-Ride	Suburban/ Rural	Yes	No	No	PC	Remedy lack of information, connectivity, intuition and wayfinding at the park and ride lots. Panel recommended working with the project sponsor to improve on connectivity elements and sense of place for the next cycle.	$500,000

See notes from Table 1 above

Total: $1,442,650

Date:	May 17, 2012		
W.I.:	1512		
Referred by:	Planning		
Revised:	10/24/12-C	11/28/12-C	12/19/12-C
	01/23/13-C	02/27/13-C	05/22/13-C
	09/25/13-C	11/20/13-C	12/18/13-C
	01/22/14-C	02/26/14-C	03/26/14-C
	04/23/14-C	05/28/14-C	06/25/14-C
	07/23/14-C	09/24/14-C	12/17/14-C
	03/25/15-C	05/27/15-C	06/24/15-C
	07/22/15-C	09/23/15-C	10/28/15-C
	11/18/15-C	12/16/15-C	01/27/16-C
	02/24/16-C	03/23/16-C	05/25/16-C
	07/27/16-C	12/21/16-C	01/25/17-C
	04/26/17-C	05/24/17-C	06/28/17-C
	07/26/17-C	09/27/17-C	10/25/17-C
	11/15/17-C	02/28/18-C	03/28/18-C
	05/23/18-C	06/27/18-C	07/25/18-C
	09/26/18-C	12/19/18-C	01/23/19-C
	04/24/19-C	09/25/19-C	03/25/20-C
	09/23/20-C	11/20/20-C	07/28/21-C
	09/22/21-C		

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Project Selection Policies
Attachment B-1 – Regional Program Project List
Attachment B-2 – OneBayArea Grant (OBAG 1) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed $20 million of the $40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation

Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the $20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling $14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31,

2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional $500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscol Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect $2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect $22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and $5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling $19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for $4 million for SFMTA for priority identified TPI funding; to provide an additional $500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from $5 million to $4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling $740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling $2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for $2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect $1.0 million from the ALA-I-

680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect $270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the $10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect $0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 ($9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project ($717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project ($6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a $265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect $3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a $252,000 Safe Routes to Schools grant for San Mateo County, redirect $2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete $500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from $6,600,000 to $6,100,000), and add the SMART Clipper Card Service project in Sonoma County for $500,000.

On September 23, 2015, Attachment B-2 was revised to redirect $6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect $350,000 from Vacaville's Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect $122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by $2.35 million increasing the FY 2016-17 program amount to $5.0 million.

On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling $6,000,000 under the Climate Initiatives Program.

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for $2,000,000 under the Transit Capital Rehabilitation program; redirect $10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add $74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect $67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect $298,000 from Menlo Park's Various Streets and Roads Preservation project and $142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project ($290,000) and San Carlo's Streetscape and Pedestrian Improvements project ($150,000); and redirect $89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer $75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer $280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct $1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect $68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect $20.0 million in unobligated balances and

cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer $1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment project; and add Round 4 ($23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct $360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct $314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect $791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct $9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and $1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect $52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer $100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect $500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and $338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct $383,000 in program savings for future use; direct $5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: $1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, $1,100,000 to CCTA's SR 4 Operational Improvements, and $3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose $10,000,000 in Transit Oriented Affordable

Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer $40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer $100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue Complete Streets project within the County Program; and transfer $14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

On January 25, 2017, Attachment B-1 was revised to add Round 3 of the Transit Performance Initiative (TPI) Capital Investment Program, which involves five new projects; the programing for these projects is derived from $14,962,000 in unprogrammed balances and $3,991,000 redirected from Round 2 TPI projects, for a total of $18,953,000.

On April 26, 2017, Attachment B-1 and B-2 were revised to program $345,000 in Regional Safe Routes to School Program funding and redirect $150,000 from Cloverdale's Safe Routes to School Phase 2 project in Sonoma County Program funding to the Sonoma County Safe Routes to School Program; reprogram $859,506 within the Transit Performance Initiatives (TPI) – Incentive Program, and $1,118,681 within Round 3 of the TPI – Investment Program.

On May 24, 2017, Attachment B-2 was revised to redirect $3,440,000 from Sunnyvale's East & West Channel Multi-Use Trail to Milpitas' Montague Expressway Pedestrian Bridge at Milpitas BART; reprogram $223,065 from Duane Avenue Preservation to Maude Avenue Bikeway and Streetscape within Sunnyvale; reprogram $550,928 from San Tomas Expressway Box Culvert Rehabilitation to the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvements within Santa Clara County; and re-name San Jose's Downtown San Jose Bike Lanes and De-couplet to Almaden Ave. & Vine St. Safety Improvements to reflect a revised scope.

On June 28, 2017, Attachments B-1 and B-2 were revised to redirect $265,000 from Palo Alto Local PDA Planning to VTA for Local PDA Planning – Santa Clara within the Regional PDA Planning Program; redirect $412,000 in cost savings from Fremont's Various Streets and Roads Preservation to Fremont's City Center Multi-Modal Improvements within the Alameda County Program; revise the

name of the Sonoma County Safe Routes to School (SRTS) project to clarify that the funds are supplemental to the OBAG County Program base SRTS funds; and redirect $264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and $100,000 from the Sonoma County SRTS to an unprogrammed balance for the Sonoma County Program.
On July 26, 2017, Attachment B-1 was revised to program $2,322,000 in unprogrammed balances within the Transit Performance Initiative (TPI) Capital Investment Program, for four new North Bay projects.

On September 27, 2017, Attachment B-2 was revised to redirect $94,000 in cost savings from Dixon's West A Street Preservation to Solano County's Redwood-Fairgrounds Drive Interchange Bike/Transit Improvements within the Solano County Program.

On October 25, 2017, Attachment B-1 was revised to redirect $44,000 from Caltrain's Map-Based Real-Time Train Display to its Control Point Installation project and redirect $96,000 from Napa Valley Transportation Authority's Comprehensive Operational Analysis to its Imola Avenue and SR 29 Express Bus Improvements project within the Transit Performance Initiative – Incentive Program; and program $73 in remaining program balances to the NVTA Imola Avenue and SR-29 Express Bus Improvements Project within the Transit Performance Initiative – Investment Program.

On November 15, 2017, Attachment B-1 was revised to program $105,000 in Regional Safe Routes to School (SRTS) to Napa Valley Transportation Authority for Napa County's SRTS Program, $225,000 to San Mateo County Office of Education for San Mateo County's SRTS Program, and $1,000,000 to Los Altos for the Miramonte Ave Bicycle and Pedestrian Access Improvements within Santa Clara County; and to redirect $783,000 in the Climate Initiatives Program from Walnut Creek's Parking Guidance System Pilot to the N Main St Rehabilitation project as part of a funding exchange arrangement.

On February 28, 2018, Attachments B-1 and B-2 were revised to program $607,000 to Moraga's Moraga Way and Canyon Rd/Camino Pablo Improvements project and $215,000 to Concord's Willow Pass Repaving and Safe Routes to School (SRTS) project within the Regional SRTS program; program $364,000 to Santa Rosa's US 101 Bike/Pedestrian Overcrossing project within the Sonoma County Program; and reprogram the SFPark to Cycle 1 and clarify exchange projects within the program.

On March 28, 2018, Attachments B-1 and B-2 were revised to reduce the amount programmed within the Regional Climate Initiatives Program to the Contra Costa Transportation Authority (CCTA) Car Share4All project to $573,453 to reflect a change in scope; redirect $630,000 in project savings from the NextGen

Arterial Operations Program (AOP), a subcomponent of the Program for Arterial System Synchronization (PASS), to the AC Transit South Alameda County Corridors Travel Time Improvements project; and to identify Santa Clara Valley Transportation Authority (VTA) as the sponsor of the Montague Expressway Pedestrian Overcrossing at Milpitas BART.

On May 23, 2018, Attachments B-1 and B-2 were revised to redirect $20,587 from Union City's Single Point Login Terminals on Revenue Vehicles to its South Alameda County Major Corridor Travel Time Improvements project within the Transit Performance Initiative program; and reflect the redirection of $4,350,000 in Regional Transportation Improvement Program (RTIP) funds from Palo Alto's US 101/Adobe Creek Bicycle and Pedestrian Bridge to San Jose's West San Carlos Urban Village Streetscape Improvements project within Santa Clara County's OBAG 1 County Program.

On June 27, 2018, Attachment B-1 was revised to redirect $820,000 from MTC's Bay Bridge Forward Commuter Parking Initiatives Related Activities project to CCTA's I-80 Central Ave Interchange Improvements; $636,763 from ECCTA's Replacement of Eleven 40' Buses project to the Clipper® Next Generation Fare Collection System project within the Transit Capital Rehabilitation Program; and to program $400,411 in unprogrammed balances within the Climate Initiatives Program to MTC's Carsharing Implementation project.

On July 25, 2018, Attachment B-1 was revised to redirect $150,000 from Oakland's Transportation Impact Review Streamlining Technical Assistance grant within the Regional PDA Planning Grant program, with $65,000 directed to Rohnert Park's Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant, and $85,000 directed to Windsor's PDA Planning and Implementation Staffing Assistance grant.

On September 26, 2018, Attachments B-1 and B-2 were revised to redirect $1,000,000 from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project and $346,000 in Santa Clara County's Safe Routes to School program (SRTS) unprogrammed balances to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Regional SRTS program; redirect $794,000 from Santa Clara County's Capitol Expressway Traffic Intelligent Transportation Systems (ITS) and Bike/Pedestrian Improvements project to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Santa Clara County Program; direct $2,332,747 from Caltrain's Control Point Installation project to its Positive Train Control project within the Transportation Performance Initiative (TPI) Incentive program; and direct $500,000 within the TPI Investment program

from Novato's Downtown SMART Station project to Novato Pavement Rehabilitation as part of a local funding exchange to support the Downtown SMART Station project.

On December 19, 2018, Attachment B-2 was revised to redirect $794,000 from Sunnyvale's East Sunnyvale Area Sense of Place Improvements project to Sunnyvale's Peery Park Sense of Place Improvements within the Santa Clara County Program.

On January 23, 2019, Attachment B-1 was revised to redirect $500,000 from Santa Clara Valley Transportation Authority's (VTA's) Santa Clara Pocket Track Light Rail Interlocking to VTA's Light Rail Crossovers and Switches project within the Transit Performance Initiative Capital Investments Program.

On April 24, 2019, Attachment B-1 was revised to redirect $1,600,000 from AC Transit's Bay Bridge Forward (BBF) Higher Capacity Bus Fleets and Increased Service Frequencies project to its Double Decker Bus Wash project within the Transit Performance Initiative (TPI) Investment Program.

On September 25, 2019, Attachment B-1 was revised to change the sponsor of the I-80 Central Ave Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to the City of Richmond.

On March 25, 2020, Attachment B-1 was revised to reflect the redirection of $25,000 from the Bay Bridge Forward Commuter Parking Initiatives to the Fruitvale Quick Build project within the exchange program.

On September 23, 2020, Attachments B-1 and B-2 were revised to reflect actual obligations on various Caltrans' Ramp Metering and Traffic Operating System (TOS) Elements projects within the Freeway Performance Initiative and to redirect $310,804 in project savings from San Jose's Citywide Safe Routes to School Infrastructure Program to Campbell's Harriet Ave Sidewalk Project within the Santa Clara County Program.

On November 20, 2020, Attachments B-1 and B-2 were revised to redirect $817,297 from ECCTA's Non-ADA Paratransit to Fixed-Route Program to ECCTA's Hydrogen Fueling Maintenance Infrastructure Upgrade project within the Transit Performance Initiative Incentive Program; and redirect $241,868 in project savings from San Jose's Better Bikeway project to Campbell's Harriet Ave Sidewalk Improvements project within the Santa Clara County Program.

On July 28, 2021, Attachment B-2 was revised to redirect $1,475,000 in project close-out savings from the Hercules Transit Center to the City of Danville's San Ramon Valley Blvd. Improvements project (in lieu of the Diablo Road Trail which is receiving non-federal funds from CCTA as part of an exchange, and was nominated for the recent regional safe and seamless quick strike program but did not make the final funding cut) within the Contra Costa County Program.

On September 22, 2021, Attachment B-1 was revised to change the name of MTC's Carsharing Implementation project to the Carsharing/Mobility Hubs Implementation project; and to redirect $225,411 from MTC's Carsharing/Mobility Hubs Implementation project to BART's MacArthur BART Station Mobility Hubs Pilot Program project within the Climate Initiatives program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, February 14, 2018, March 7, 2018, May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, December 12, 2018, January 9, 2019, April 10, 2019, September 4, 2019, March 11, 2020, September 9, 2020, November 4, 2020, and July 14, 2021; and to the Joint Planning Committee dated September 10, 2021.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16: Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA)assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C 09/23/20-C 11/20/20-C
09/22/21-C

OBAG 1 Regional Programs
FY 2012-13 through FY 2016-17

September 2021

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		**$438,146,000**	**$53,080,000**	**$492,046,000**
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	$3,393,000	$0	$3,393,000
BCDC Planning	BCDC	$1,526,000	$0	$1,526,000
MTC Planning	MTC	$3,568,000	$0	$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	**TOTAL:**	**$8,487,000**	**$0**	**$8,487,000**
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	$57,520,000	$0	$57,520,000
Clipper® Fare Media Collection	MTC	$21,400,000	$0	$21,400,000
SUBTOTAL		$78,920,000	$0	$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	$11,357,000	$0	$11,357,000
FSP/Call Box Program	MTC/SAFE	$14,462,000	$0	$14,462,000
SUBTOTAL		$25,819,000	$0	$25,819,000
2. REGIONAL OPERATIONS (RO)	**TOTAL:**	**$104,739,000**	**$0**	**$104,739,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	$7,750,000	$0	$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	$7,480,000	$0	$7,480,000
Program for Arterial System Synchronization (PASS)	MTC	$8,370,000	$0	$8,370,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	$500,000	$0	$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	$1,130,000	$0	$1,130,000
I-80 Central Ave Interchange Improvements	Richmond	$820,000	$0	$820,000
Bay Bridge Forward - Commuter Parking Initiative (Funding Exchange)	MTC	$0	$3,875,000	$3,875,000
Bay Bridge Forward - Fruitvale Quick Build (Funding Exchange)	MTC	$0	$25,000	$25,000
CC-I-80 San Pablo Dam Rd I/C (Funding Exchange)	CCTA	$1,100,000	$0	$1,100,000
SUBTOTAL	$587,506	$27,150,000	$3,080,000	$31,050,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	$1,243,506	$0	$1,243,506
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	$750,000	$0	$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	$7,169,144	$0	$7,169,144
FPI - CC SR 4 Operational Improvements	CCTA	$1,100,000	$0	$1,100,000
FPI - Various Corridors Caltrans Preliminary Engineering (PE) and Right of Way (ROW)	Caltrans	$1,105,350	$0	$1,105,350
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	$170,000	$0	$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	$3,200,000	$0	$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	$350,000	$0	$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	$270,000	$0	$270,000
Unprogrammed Future RTIP	TBD	$0	$34,000,000	$34,000,000
SUBTOTAL		$15,358,000	$34,000,000	$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	$270,000	$0	$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	$3,417,000	$0	$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	$4,686,000	$0	$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	$4,808,000	$0	$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	$6,819,000	$0	$6,819,000
SUBTOTAL		$20,000,000	$0	$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	**TOTAL:**	**$62,508,000**	**$37,080,000**	**$100,408,000**
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	$1,547,000	$0	$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	$7,500,000	$0	$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	$53,000	$0	$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)	**TOTAL:**	**$9,100,000**	**$0**	**$9,100,000**
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	$2,068,228	$0	$2,068,228
SUBTOTAL		$2,068,228	$0	$2,068,228
Affordable Housing Jumpstart Program				
Affordable Housing Jumpstart Program (Funding Exchange)	MTC		$10,000,000	$10,000,000
SUBTOTAL		$0	$10,000,000	$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	$3,905,000	$0	$3,905,000
Local PDA Planning - Contra Costa	CCTA	$2,745,000	$0	$2,745,000
Local PDA Planning - Marin	TAM	$750,000	$0	$750,000
Local PDA Planning - City of Napa	Napa	$275,000	$0	$275,000

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OBAG 1 REGIONAL PROGRAMS		**$438,146,000**	**$53,080,000**	**$492,046,000**
Local PDA Planning - American Canyon	American Canyon	$475,000	$0	$475,000
Local PDA Planning - San Francisco	SF City/County	$2,380,000	$0	$2,380,000
Local PDA Planning - San Mateo	SMCCAG	$218,000	$0	$218,000
Belmont Village Specific/Implementation Plan	Belmont	$440,000	$0	$440,000
Millbrae PDA Specific Plan	Millbrae	$500,000	$0	$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	$450,000	$0	$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	$260,000	$0	$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	$640,305	$0	$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	$100,000	$0	$100,000
North 1st Street Urban Village Plan	San Jose	$369,962	$0	$369,962
Berryessa BART Urban Village Plan	San Jose	$331,630	$0	$331,630
Local PDA Planning - Santa Clara	VTA	$3,647,103	$0	$3,647,103
Local PDA Planning - Solano	STA	$1,066,000	$0	$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	$647,000	$0	$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	$450,000	$0	$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	$350,000	$0	$350,000
SUBTOTAL		$20,000,000	$0	$20,000,000
Regional PDA Planning				
Regional PDA Implementation Priorities				
Bay Area Transit Core Capacity Study	MTC	$250,000	$0	$250,000
Public Lands Near Rail Corridors Assessment	MTC	$500,000	$0	$500,000
PDA Implementation Studies/Forums	MTC	$156,500	$0	$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	$206,772	$0	$206,772
PDA Planning				
Oakland Downtown Specific Plan	Oakland	$750,000	$0	$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	$750,000	$0	$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	$440,000	$0	$440,000
Alameda Naval Air Station Specific Plan	Alameda	$250,000	$0	$250,000
Del Norte BART Station Precise Plan	El Cerrito	$302,500	$0	$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	$700,000	$0	$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	$750,000	$0	$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	$587,000	$0	$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	$750,000	$0	$750,000
Staff Assistance				
Alameda PDA TDM Plan	Alameda	$150,000	$0	$150,000
Downtown Livermore Parking Implementation Plan	Livermore	$100,000	$0	$100,000
Oakland Transportation Impact Review Streamlining	Oakland	$150,000	$0	$150,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	$235,000	$0	$235,000
Downtown Oakland Parking Management Strategy	Oakland	$200,000	$0	$200,000
Windsor Parking Management and Pricing	MTC	$85,000	$0	$85,000
Technical Assistance				
Concord Salvio Streetscape	Concord	$50,000	$0	$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	$60,000	$0	$60,000
San Mateo Planning/Growth Forum Series	San Mateo	$25,000	$0	$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	$60,000	$0	$60,000
Milpitas Transit Area Parking Analysis	Milpitas	$60,000	$0	$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	$60,000	$0	$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	$60,000	$0	$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	$60,000	$0	$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	$59,000	$0	$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	$60,000	$0	$60,000
Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path	MTC	$65,000	$0	$65,000
SUBTOTAL		$7,931,772	$0	$7,931,772
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION	**TOTAL:**	**$30,000,000**	**$10,000,000**	**$40,000,000**
6. CLIMATE INITIATIVES PROGRAM (CIP)				
Car Sharing				
Hayward RFP for Car Sharing Services	Hayward	$200,480	$0	$200,480
Oakland Car Share and Outreach Program	Oakland	$320,526	$0	$320,526
CCTA Car Share4All	CCTA	$573,453	$0	$573,453
TAM Car Share CANAL	TAM	$125,000	$0	$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	$210,000	$0	$210,000
Santa Rosa Car Share	SCTA	$170,130	$0	$170,130
Transportation Demand Management				
goBerkeley Residential Shared Parking Pilot	Berkeley	$950,000	$0	$950,000

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OBAG 1 REGIONAL PROGRAMS		**$438,146,000**	**$53,080,000**	**$492,046,000**
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	$1,300,000	$0	$1,300,000
Walnut Creek N Main St Rehab (for Parking Guidance System Pilot)	Walnut Creek	$783,000	$0	$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	$1,500,000	$0	$1,500,000
Peery Park Rides	VTA/Sunnyvale	$1,129,000	$0	$1,129,000
Public Education Outreach	MTC	$312,000	$0	$312,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	$0	$6,000,000	$6,000,000
Spare the Air Youth Program - 2	MTC	$838,000	$0	$838,000
Mobility Hubs Pilot Program				
Carsharing**/Mobility Hubs** Implementation	MTC	**$175,000**	$0	**$175,000**
BART: MacArthur BART Station	**BART**	**$225,411**	$0	**$225,411**
6. CLIMATE INITIATIVES PROGRAM (CIP)	**TOTAL:**	**$8,812,000**	**$6,000,000**	**$14,812,000**

* Selected and funded by the BAAQMD. Listed here for informational purposes only

7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
Specific projects TBD by CMAs				
Alameda County SRTS Program	ACTC	$5,366,000	$0	$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	$330,000	$0	$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	$504,900	$0	$504,900
Concord: Willow Pass Repaving & SRTS	Concord	$215,000	$0	$215,000
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	$441,700	$0	$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	$709,800	$0	$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	$157,000	$0	$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	$100,000	$0	$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	$100,000	$0	$100,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Imps.	Moraga	$607,000	$0	$607,000
Orinda Sidewalk Imps	Orinda	$100,000	$0	$100,000
Pittsburg School Area Safety Imps	Pittsburg	$203,000	$0	$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	$395,000	$0	$395,000
San Ramon School Crossings Enhancements	San Ramon	$247,600	$0	$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	$791,000	$0	$791,000
Napa County SRTS Program - 2	NVTA	$105,000	$0	$105,000
Napa County SRTS Non-Infrastructure Program	NVTA	$420,000	$0	$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	$1,799,000	$0	$1,799,000
San Mateo County SRTS Program	SMCCAG	$2,382,000	$0	$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	$708,000	$0	$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	$840,000	$0	$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	$500,000	$0	$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	$1,000,000	$0	$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	$1,000,000	$0	$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	$500,000	$0	$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	$838,000	$0	$838,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	$1,346,000	$0	$1,346,000
Solano County SRTS Non-Infrastructure Program	STA	$1,570,000	$0	$1,570,000
Sonoma County SRTS Program	SCTA	$345,000	$0	$345,000
Sonoma County SRTS Program	Sonoma County TPW	$1,379,000	$0	$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	**TOTAL:**	**$25,000,000**	**$0**	**$25,000,000**

8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	$1,000,000	$0	$1,000,000
Transit Capital Rehabilitation				
Specific Projects TBD by Commission				
Advanced Communications and Information System (ACIS)	GGBHTD	$828,539	$0	$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	$1,171,461	$0	$1,171,461
BART Car Exchange Preventative Maintenance	BART	$2,831,849	$0	$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	$9,994,633	$0	$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	$2,684,772	$0	$2,684,772
Clipper Next Generation Fare Collection System	MTC	$636,763	$0	$636,763
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	$5,502,261	$0	$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	$10,000,000	$0	$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	$3,349,722	$0	$3,349,722
SUBTOTAL		$37,000,000	$0	$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
Specific Projects TBD by Commission				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	$1,802,676	$0	$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	$4,547,305	$0	$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	$423,798	$0	$423,798

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September 2021

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		**$438,146,000**	**$53,080,000**	**$492,046,000**
TPI - ACE Positive Train Control	SJRRC/ACE	$502,214	$0	$502,214
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	$160,587	$0	$160,587
TPI - CCCTA - 511 Real-Time Interface	CCCTA	$100,000	$0	$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	$685,196	$0	$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	$35,451	$0	$35,451
TPI - ECCTA - Hydrogen Fueling Maintenance Infrastructure Upgrade	ECCTA	$817,297	$0	$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	$344,513	$0	$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	$387,440	$0	$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	$402,572	$0	$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	$99,289	$0	$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	$239,808	$0	$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	$122,249	$0	$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	$91,757	$0	$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	$120,988	$0	$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	$96,058	$0	$96,058
TPI - BART Train Car Accident Repair	BART	$1,493,189	$0	$1,493,189
TPI - BART - Metro Priority Track Elements	BART	$3,459,057	$0	$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	$7,165,450	$0	$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	$44,200	$0	$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	$1,325,466	$0	$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	$2,000,000	$0	$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	$5,120,704	$0	$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	$9,285,937	$0	$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	$1,600,000	$0	$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	$5,337,401	$0	$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	$1,802,415	$0	$1,802,415
TPI - Caltrain - Postitive Train Control	Caltrain	$2,332,747	$0	$2,332,747
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	$1,344,917	$0	$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	$1,302,018	$0	$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	$2,768,555	$0	$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	$372,216	$0	$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	$333,719	$0	$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	$399,223	$0	$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	$378,692	$0	$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	$100,000	$0	$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	$682,177	$0	$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	$173,052	$0	$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	$199,667	$0	$199,667
SUBTOTAL		$60,000,000	$0	$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	**TOTAL:**	**$98,000,000**	**$0**	**$98,000,000**
9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
TPI - Round 1				
AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	$10,515,624	$0	$10,515,624
SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	$4,133,031	$0	$4,133,031
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	$3,000,000	$0	$3,000,000
SFMTA Mission Mobility Maximization	SFMTA	$5,383,109	$0	$5,383,109
SFMTA N-Judah Mobility Maximization	SFMTA	$2,383,860	$0	$2,383,860
VTA Light Rail Transit Signal Priority	VTA	$1,587,176	$0	$1,587,176
VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	$712,888	$0	$712,888
TPI - Round 2				
AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	$5,000,000	$0	$5,000,000
MTC Clipper Phase III Implementation	MTC	$8,000,000	$0	$8,000,000
LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	$1,009,440	$0	$1,009,440
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	$1,000,000	$0	$1,000,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	$3,990,560	$0	$3,990,560
VTA Prev. Maint. (for Mountain View Double Track Phase 1)	VTA	$8,000,000	$0	$8,000,000
TPI - Round 3				
AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	$3,881,319	$0	$3,881,319
BART Train Seat Modification	BART	$1,503,239	$0	$1,503,239
SamTrans Traffic Signal Priority on El Camino Real	SamTrans	$3,459,000	$0	$3,459,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	$5,618,681	$0	$5,618,681
VTA Light Rail Crossovers & Switches	VTA	$500,000	$0	$500,000
BBF - AC Transit Double Decker Bus Wash	AC Transit	$1,600,000	$0	$1,600,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C 09/23/20-C 11/20/20-C
09/22/21-C

OBAG 1 Regional Programs
FY 2012-13 through FY 2016-17

September 2021

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		**$438,146,000**	**$53,080,000**	**$492,046,000**
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	$7,400,000	$0	$7,400,000
BBF - West Grand Ave Transit Signal Priority	MTC	$1,000,000	$0	$1,000,000
TPI - Round 4				
Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	$1,000,000	$0	$1,000,000
Novato Pavement Rehabilitation (for Novato Downtown SMART Station)	Novato	$500,000	$0	$500,000
NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	$411,073	$0	$411,073
Santa Rosa CityBus New Transit System Optimization	Santa Rosa	$411,000	$0	$411,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)	**TOTAL:**	**$82,000,000**	**$0**	**$82,000,000**
10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
Specific projects TBD by North Bay CMAs				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	$320,000	$0	$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	$140,000	$0	$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	$250,000	$0	$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	$500,000	$0	$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	$40,000	$0	$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	$1,107,000	$0	$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	$143,000	$0	$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	$1,175,000	$0	$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	$75,000	$0	$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	$250,000	$0	$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	$1,000,000	$0	$1,000,000
SUBTOTAL		$5,000,000	$0	$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	$500,000	$0	$500,000
Breuner Marsh Restoration and Public Access	EBRPD	$1,000,000	$0	$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	$119,711	$0	$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	$712,700	$0	$712,700
Pier 70 - Crane Cove Park	Port of SF	$1,000,000	$0	$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	$167,589	$0	$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	$1,000,000	$0	$1,000,000
SUBTOTAL		$4,500,000	$0	$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)	**TOTAL:**	**$9,500,000**	**$0**	**$9,500,000**
OBAG 1 REGIONAL PROGRAMS TOTAL	**TOTAL:**	**$438,146,000**	**$53,080,000**	**$492,046,000**

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Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20-17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
02/26/20-C 05/27/20-C 07/22/20-C
09/23/20-C 11/20/20-C 01/27/21-C
02/24/21-C 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C 09/22/21-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
Attachment B-1 – OBAG 2 Regional Program Project List
Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including $72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram $2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect $417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling $10,000,000: $720,000 for Rideshare Implementation, $7,280,000 for the Carpool Program, and $2,000,000 for the Vanpool Program; direct $1,785,000 from 511 Next Gen to the Commuter Benefits program; direct $1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer $1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer $500,000 from the Freeway Performance Initiative program and $500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift $40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and $13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program $5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program $17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program $1,655,000 to the Sonoma Safe Routes to School program; and redirect $1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and $1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect $1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct $18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization ($5,000,000) and the Next Gen Arterial Operations Program ($13,000,000) within the Regional Active Operational Management program; direct $19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation ($2,910,000), Performance-Based Intelligent

Transportation Systems Device Maintenance and Rehabilitation ($5,940,000), Transportation Management Center Asset Upgrade and Replacement ($4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures ($4,000,000) and a Detection Technology Pilot ($5,000,000) within the Regional Active Operational Management program; and remove $290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram $1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing $1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out $8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program $1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program $2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including $223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program $12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; $11,000,000 in exchange funds are added to the program for tracking purposes, with the final $1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program $4,160,000 to Incident Management Implementation and $8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for $2,500,000 and the Shared Use Mobility program for $2,500,000; and program $16,000,000 for three corridors within the Freeway Performance Program, with $8,000,000 for I-680, $3,000,000 for I-880, and $5,000,000 for SR-84.

On October 25, 2017, Attachment B-1 was revised to program $10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional $10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program $200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; $122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTA) for the Napa County Safe Routes to School (SRTS) Program; and $300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program $334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect $10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect $4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program $13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect $822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program $2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the $1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas

(CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of $30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program $8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; $3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; $7,288,000 in PDA Planning and Implementation grants; and $500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by $2,050,000, redirecting $1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and $1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional an additional $25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program $800,000 to MTC's Carsharing Implementation and $325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program $8,271,000 to 511 Implementation, $2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and $380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect $1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program $1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's $65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA

Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by $85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of $150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program $3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional $6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, $4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect $15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect $48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to $1,200,000 to reflect amount previously approved; redirect $1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect $1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and $1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program $4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: $617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, $1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, $763,000 for San Rafael's Grand Ave Bridge project, and $2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program $4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: $619,000 to CCTA for Innovative Deployment for Enhanced Arterials; $621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; $500,000 to the city of Richmond for the

Richmond-San Rafael Bridge Bikeway Access; $1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and $1,100,000 to MTC for Napa Valley Transportation Demand.
On December 19, 2018, Attachments B-1 and B-2 were revised to redirect $5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect $794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect $15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of $3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to federal Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the $3,779,849 freed up by this swap, $1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining $2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from $619,000 to $589,000; and redirect the $30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program $822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six

existing projects; and to redirect $251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the $300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect $9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect $625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect $2 million from the Detection Technology Pilot project and $1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional $3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect $1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect $3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect $1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program $1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect $3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct $5 million ($4 million Solano County and $1 million other

North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program $1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program $6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect $1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect $618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program $1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and $3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect $104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.

On July 22, 2020, Attachment B-1 was revised to program $5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP) and program $1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate $7,681,887 in federal Highway Infrastructure Program apportionment provided through the

Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

On September 23, 2020, Attachment B-2 was revised to redirect $2,000,000 from Napa's Silverado Trail Five-way Intersection Improvement project to Napa Valley Transportation Authority's Vine Transit Bus Maintenance Facility within the Napa County Program, and $1,394,000 from Fairfield's Heart of Fairfield Improvements to its Cadenasso Dr. repaving project within the Solano County Program.

On November 20, 2020, Attachment B-1 was revised to program $1,000,000 to SFCTA for the environmental phase of the Yerba Buena Island/Treasure Island Multi-Use Pathway project within the Priority Conservation Area (PCA) Grants program, with payback from BATA at a future date; $647,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to four projects within the Priority Conservation Area (PCA) Grants program; and to clarify the project sponsor of the Old Redwood Highway Multi-Use Pathway project as Larkspur, rather than the Transportation Authority of Marin (TAM).

On January 27, 2021, Attachments A and Attachment B-1 were revised, and Appendix A-11 was added, to incorporate additional funding into the OBAG 2 framework, including $52.9 million in STP/CMAQ program balances made available through FY2018-FY2020 appropriations of Federal Highway Infrastructure Program (FHIP) funds, and a $1.5 million balance redirected from the Cycle 1 STP/CMAQ Climate Initiatives program, as part of the Safe & Seamless Mobility Quick-Strike program.

On February 24, 2021, Attachment B-1 was revised to program a total of $7.91 million in Federal Highway Infrastructure Program (FHIP) funds provided in the Consolidated Appropriations Act, 2021, and project savings from previous STP/CMAQ cycles to the Golden Gate Bridge Highway and Transportation District (GGBHTD) for shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System. Because the final FFY 2021 FHIP amount is not yet available at the time of the Commission meeting, the final split between the two fund sources will be adjusted by staff as a technical change, with the total amount not to exceed $7.91 million.

On April 28, 2021, Attachment B-1 was revised to change the fund source of $13,942,852 from Federal Highway Infrastructure Program (FHIP) funds to Surface Transportation Block Grant

(STP) funds for the Gate Bridge Highway and Transportation District (GGBHTD) for the Golden Gate Bridge Suicide Deterrent System project; program $61,708,245 in STP/CMAQ funds, and $13,942,852 in FHIP funds redirected from the GGB suicide deterrent system, to the Transportation Authority of Marin (TAM) for the US-101 Marin-Sonoma Narrows Segment B7 project as part of the SB1/RMS alternative funding plan; and program $99,840,510 in STP/CMAQ funds to the Solano Transportation Authority (STA) for the Solano I-80 Express Lanes project as part of the SB1/RMS alternative funding plan. The programmed funding to TAM and STA serves as a loan to the project sponsors to permit the projects to move to construction while Regional Measure 3 funds are unavailable. The loaned funds shall be repaid to MTC as non-federal funds and will be subject to future OBAG programming.

On May 26, 2021, Attachment B-1 and Appendix A-11 were revised to program $34,593,076 in Federal Highway Infrastructure Program funds made available through federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to augment the Regional Safe and Seamless Mobility Quick-Strike program framework; and to program $7,775,000 in Priority Development Area (PDA) Planning and Implementation grants and $87,000 in Regional PDA Supportive Studies within the Regional PDA Planning and Implementation program.

On June 23, 2021, Attachment B-1 was revised to program $83,118,000 to various local and regional projects within the Regional Safe and Seamless Mobility Quick-Strike program; and program $1,000,000 in project savings from previous fund cycles to VTA's Diridon Station Planning and Studies project as part of the Regional Strategic Initiatives program.

On July 28, 2021, Attachments A, B-1, and B-2 were revised to: temporarily increase the delegated authority amount the Executive Director may authorize for STP/CMAQ exchanges from $2 million per region to $100 million in total for federal fiscal year 2020-2021; to program $4,667,000 to AC Transit for Bus Purchases and to reflect changes in program amounts and projects proposed for MTC regional exchange funds (in accordance with MTC Resolution No. 3989) as part of the funding arrangement for the Solano I-80 Express Lanes project; to program $1,750,000 within the Regional Safe and Seamless Mobility Quick-Strike program; to transit integration planning efforts in Solano, Sonoma, and East Bay Counties; redirect $130,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to the City of Danville's San Ramon Valley Blvd. Improvements project (in lieu of the Diablo Road Trail project which will be provided an equivalent amount of non-federal funds from CCTA) and redirect $350,000 in project savings from the County of Contra Costa Local Streets and Roads

Preservation project to the City of Pinole's Safety Improvements at Appian Way and Marlesta Rd project within the Contra Costa County program; and to cancel the $4,655,000 El Camino Real Pedestrian Safety & Streetscape Improvements project in Palo Alto, direct $41,428 from the cancelled project to Campbell's Harriet Avenue Sidewalk project, and leave the remaining $4,614,572 balance unprogrammed within the Santa Clara county program.

On September 22, 2021, Attachment B-1 was revised to program $4,191,538 to various projects within the Regional Safe & Seamless Mobility Quick-Strike program; $184,000 in prior cycle project savings to San Mateo County's Broadmoor SRTS Pedestrian Safety and Mobility Improvements project within the Regional Strategic Investments program; and to redirect $800,000 from MTC's Carsharing Implementation project and $1,848,099 from the Climate Initiatives unprogrammed balance to various projects within the Mobility Hubs Pilot Program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; and the Planning Committee dated May 14, 2021; and the Programming and Allocations Committee dated June 9, 2021, July 14, 2021; September 8, 2021; and the Planning Committee dated September 10, 2021.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Criteria and Programming Policy" for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachements as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in Oakland,
California, on November 18, 2015

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
September 2021

MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C 06-23-21-C 07-28-21-C 09/22/21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$651,765,885**	**$131,684,260**
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	**TOTAL:**	**$9,555,000**	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	**TOTAL:**	**$9,250,000**	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	$2,000,000	
PDA Supportive Studies	MTC	$587,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Pla	MTC	$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd Corrid	MTC	$800,000	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	$140,000	
Richmond: Hilltop PDA Plan	MTC	$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	$300,000	
San Rafael: Downtown Precise Plan	MTC	$500,000	
San Francisco: HUB Area EIR	MTC	$500,000	
San Francisco: Transit Corridors Study	MTC	$500,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	$500,000	
Cupertino: VTA Cores and Corridors PDA Plan	MTC	$400,000	
Milpitas: Midtown PDA Plan	MTC	$500,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	$800,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	$500,000	
Santa Clara: Downtown PDA Plan	MTC	$400,000	
Vacaville: Downtown Specific Plan	MTC	$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mn	MTC	$180,000	
Fremont: SB743 Implementation	MTC	$150,000	
Hayward: SB743 Implementation	MTC	$150,000	
Oakland: ADU Initiative	MTC	$200,000	
Oakland: Innovative Construction Initiative	MTC	$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	$150,000	
Concord: Galindo Street Corridor Plan	MTC	$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	$200,000	
Windsor: Parking Management and Pricing	MTC	$35,000	
Technical Assistance			
Marin/Sonoma VMT Implementation Group	MTC	$170,000	
Napa/Solano VMT Implementation Group	MTC	$170,000	
Various Jurisdictions: VMT Implementation Group	MTC	$140,000	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	$65,000	
Hayward: Micro Mobility/Safety Program	MTC	$75,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
September 2021

MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C 06-23-21-C 07-28-21-C 09/22/21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$651,765,885**	**$131,684,260**
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	$150,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	$65,000	
San Francisco: PDA Density Bonus Program	MTC	$65,000	
Belmont: Transportation Demand Management Program	MTC	$65,000	
San Mateo: TDM Ordinance	MTC	$150,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	$120,000	
BART AB2923 Implementation	BART	$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	$300,000	
CCTA: Community-Based Transportation Plans	MTC	$215,000	
TAM: Community-Based Transportation Plans	MTC	$75,000	
NVTA: Community-Based Transportation Plans	MTC	$75,000	
SFCTA: Community-Based Transportation Plans	MTC	$175,000	
C/CAG: Community-Based Transportation Plans	MTC	$120,000	
VTA: Community-Based Transportation Plans	MTC	$300,000	
STA: Community-Based Transportation Plans	MTC	$95,000	
SCTA: Community-Based Transportation Plans	MTC	$110,000	
CBTP Program Evaluation	MTC	$35,000	
3. PDA PLANNING & IMPLEMENTATION	**TOTAL:**	**$20,000,000**	
4. CLIMATE INITIATIVES			
Climate Initiatives		**$9,026,901**	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	$10,000,000	
~~**Carsharing Implementation**~~	~~**MTC**~~	~~**$800,000**~~	
Mobility Hubs Pilot Program			
Mobility Hubs Technical Assistance	**MTC**	**$150,000**	
BART: MacArthur BART Station	**BART**	**$524,589**	
San Ramon: Bishop Ranch Business Park	**San Ramon**	**$387,600**	
SFMTA: Temporary Transbay Terminal (Vacant Site)	**SFMTA**	**$340,760**	
Burlingame: Caltrain Station - Burlingame Square Transit Hub	**Burlingame**	**$500,000**	
Millbrae: BART and Caltrain Station - Millbrae Transit Center	**Millbrae**	**$345,150**	
Mountain View: Caltrain Station - Moutain View Transit Center	**Moutain View**	**$200,000**	
Vallejo: Vallejo Ferry Terminal	**Vallejo**	**$200,000**	
Targeted Transportation Alternatives	MTC	$325,000	
Spare the Air Youth Program - 2	MTC	$1,417,000	
4. CLIMATE INITIATIVES	**TOTAL:**	**$23,417,000**	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	$26,148,000	
511 Implementation	MTC	$7,450,000	
Rideshare			
Rideshare Implementation	MTC	$720,000	
Carpool Program	MTC	$7,280,000	
Vanpool Program	MTC	$2,000,000	
Commuter Benefits Implementation	MTC	$674,000	
Commuter Benefits Program	MTC	$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		$1,100,000
Bay Bridge Forward			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	$800,000	

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$651,765,885**	**$131,684,260**
Eastbay Commuter Parking	MTC	$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	$2,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		$1,160,000
Freeway Performance Program			
Freeway Performance Program	MTC	$14,240,000	
FPP: I-880 (I-80 to I-280)	MTC	$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL &	MTC	$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	$276,000	
Hayward: Various Locations	MTC	$302,000	
Oakland: Bancroft Ave	MTC	$310,000	
Pleasanton: Various Locations	MTC	$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	$563,000	
San Rafael: Downtown San Rafael	MTC	$830,000	
South San Francisco: Various Locations	MTC	$532,000	
San Jose: Citywide	MTC	$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		$621,000
Los Gatos: Los Gatos Blvd	MTC	$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	MTC	$2,500,000	
Shared Use Mobility	MTC	$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	$2,910,000	
TMC Asset Upgrade and Replacement	MTC	$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC	$11,940,000	
InterConnect Bay Area Program	MTC	$3,000,000	
Incident Management			
Incident Management Implementation	MTC	$4,160,000	
I-880 ICM Northern	MTC	$6,200,000	
I-880 ICM Central	MTC	$2,640,000	
Unprogrammed Balance	TBD	$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	**TOTAL:**	**$173,000,000**	**$4,000,000**
6. TRANSIT PRIORITIES			

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
September 2021

MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C 06-23-21-C 07-28-21-C 09/22/21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$651,765,885**	**$131,684,260**
BART Car Replacement/Expansion	BART	$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	$9,760,668	$30,239,332
Clipper	MTC	$34,200,000	
Unprogrammed Balance		$15,283,000	
6. TRANSIT PRIORITIES	**TOTAL:**	**$159,043,668**	**$30,239,332**
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		$321,000
Albany: Albany Hill Access Improvements	Albany		$251,000
Livermore: Arroyo Road Trail	Livermore		$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter		$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks		$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservancy		$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District		$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient	Point Blue Conservation Science		$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservation Science		$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.		$1,000,000
North Bay PCA Grant Program			
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Para	Marin County	$312,000	
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area	Novato	$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	**TOTAL:**	**$9,200,000**	**$7,200,000**
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		$10,000,000
Housing Incentive Pool	TBD	$25,000,000	
Sub-HIP Pilot Program			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Par	Fairfield	$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable H	Vacaville	$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	$300,000	
NVTA: Imola Park and Ride	NVTA	$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	$400,000	
8. BAY AREA HOUSING INITIATIVES	**TOTAL:**	**$30,000,000**	**$10,000,000**
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
County & Local			

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FY 2017-18 through FY 2021-22
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$651,765,885**	**$131,684,260**
Alameda			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Educati	ACTC	$160,000	
Alameda County Safe Routes to Schools	ACTC	$1,500,000	
CTA planning & programming	ACTC	$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	$2,000,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		$2,000,000
Oakland 14th Street Complete Streets	Oakland		$1,000,000
Contra Costa			
CTA planning & programming	CCTA	$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART	BART / Lafayette		$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pitts	BART		$1,510,000
East Downtown Concord PDA Access & Safe Routes to Transit	Concord	$2,164,000	
Richmond 13th Street Complete Streets	Richmond		$2,821,000
Marin			
CTA planning & programming	TAM	$141,000	
Marin County Bus Stop Improvements	Marin Transit	$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	$1,858,000	
Napa			
CTA planning & programming	NVTA	$162,000	
Napa Valley Safe Routes to School	NVTA	$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	$1,000,000	
San Francisco			
CTA planning & programming	SFCTA	$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	$3,144,000	
San Francisco Folsom Streetscape	SFMTA		$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	$2,100,000	
San Mateo			
CTA planning & programming	C/CAG	$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	$49,924	$430,076
Santa Clara			
CTA planning & programming	VTA	$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	$2,521,000	$1,486,000
San Jose Julian Street & McKee Road Vision Zero Complete Streets	San Jose		$705,000
San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose		$690,000
En Movimiento Quick Build Network for East San Jose	San Jose		$1,325,000
San Jose - Downtown Bikeways	San Jose		$4,025,000
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	$1,800,000	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		$1,900,000
Solano			
CTA planning & programming	STA	$110,000	

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$651,765,885**	**$131,684,260**
STA Mobility Planning	STA	$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	$1,900,000	
Vallejo Bay Trail/Vine Trail Gap Closure Segment	Vallejo	$1,800,000	
Sonoma			
CTA planning & programming	SCTA	$135,000	
Countywide Active Transportation Plan	SCTA	$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	$242,000	$1,008,000
Healdsburg Bike Share	Healdsburg	$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancemei	Sebastopol	$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	$806,000	
Regional & Corridor			
Regional Planning			
FasTrak START Pilot Evaluation Study	MTC	$900,000	
Diridon Station Planning & Studies	MTC	$1,000,000	
Regional and Corridor			
Bay Bridge Forward: I-580 WB HOV Lane Extension	MTC/ACTC		$7,000,000
San Pablo Giant Road Cycletrack Quick-Build	San Pablo	$700,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	$6,000,000	
Redwood City Roosevelt Avenue Quick-Build	Redwood City	$755,000	
Transit Recovery Blue Ribbon Task Force			
East Bay Integration and Coordination Implementation Planning	CCTA	$500,000	
Solano Integration and Coordination Implementation Planning	STA	$500,000	
Sonoma Integration and Coordination Implementation Planning	SCTA**/MTC**	$750,000	
~~**TBD**~~	~~**TBD**~~	~~**$4,191,538**~~	
Accessibility: Centralized Program Eligibility Verification	**MTC**	**$1,400,000**	
Customer Information: Mapping & Wayfinding	**MTC**	**$2,791,538**	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE	**TOTAL:**	**$54,466,462**	**$34,593,076**
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit	$4,667,000	
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	$4,000,000	
GGB Suicide Deterrent System	GGBHTD	$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	$1,120,000	
Grand Ave Bridge	San Rafael	$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	$2,000,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	$61,708,245	$13,942,852
Diridon Station Planning & Studies	MTC	$1,000,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	**San Mateo County**	**$184,000**	
I-80 Express Lanes in Solano County (Loan for RM3)	STA	$63,464,510	$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA		$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)	**TOTAL:**	**$163,833,755**	**$45,651,852**
OBAG 2 REGIONAL PROGRAMS	**TOTAL:**	**$651,765,885**	**$131,684,260**

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Metropolitan Transportation Commission and the Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee

September 10, 2021 **Agenda Item 6a**

Plan Bay Area 2050: Implementation Plan Partnerships & Final Steps to Adoption

Subject: Summary of major findings and considerations from the Partnership Phase of the Implementation Plan as well as final steps for overall Plan Bay Area 2050 finalization, prior to a joint meeting of the Commission and ABAG Executive Board in October to consider Final Plan adoption.

Background: The release of Draft Plan Bay Area 2050 in spring 2021 kicked off a series of workshops and public hearings as well as a public comment period which welcomed participation and input from partners and stakeholders. The Draft Plan release was also the starting point for the Partnership Phase of the Plan Bay Area 2050 Implementation Plan. The purpose of the Partnership Phase was to expand the focus of the Implementation Plan beyond MTC and ABAG and further develop the partnerships and commitments needed to advance the plan's 35 strategies.

Implementation Plan Partnership Phase Elements
MTC/ABAG received hundreds of comments related to the Draft Plan Document, Draft Supplemental Reports, and Draft Environmental Impact Report (EIR) during the Draft Plan Bay Area 2050 public comment period from May 26, 2021 to July 20, 2021. Of these, nearly 40 contained feedback specific to the Draft Implementation Plan, including partnership commitments, statements of support, highlights of key partner-led initiatives and suggestions for new or revised implementation actions.

On July 19, 2021, staff held a virtual partner and stakeholder workshop to request input on how partners can help support plan implementation. This workshop was well-attended, with approximately 70 individuals representing over 50 different entities or organizations from a diverse range of sectors. Starting on May 26, 2021 staff also began holding virtual one-on-one and small group focused discussions, including virtual "office hours" for partners from July 27, 2021 through August 13, 2021. Thirty-plus "office hours" meetings with nearly 40 different entities or organizations were held, which provided an opportunity to further discuss feedback provided during the comment period and at the workshop. Finally, a webinar and Q+A was held Tuesday, August 17, 2021.

Partnership Phase Findings
In August, staff mailed out a packet to policymakers detailing "What We Heard" on all aspects of Draft Plan Bay Area 2050 during the public comment period. This feedback along with other summer engagement input will inform revisions proposed for the Final Play Bay Area 2050, which the MTC Commission and ABAG Executive Board will consider for adoption in October.

Input was received on all plan strategies, although there were more requests for revisions and clarifications for Transportation and Environment implementation actions versus Housing and Economy implementation actions. The Partnership Phase saw at least 45 distinct partners offering potential commitments or statements of support to advance plan implementation over the next one-to-five years. Feedback was received from transit agencies, local jurisdictions, county transportation authorities, advocates, non-profits, state agencies, regional agencies, labor representatives, and business community representatives. These partnerships will be essential as MTC/ABAG transitions to plan implementation and advances advocacy, initiatives, and planning activities that will realize the vision and goals of the plan.

Below are select highlights where Partnership Phase discussions and feedback informed revisions proposed for inclusion in the Final Implementation Plan. Additional information on these highlights can also be found in **Attachment A**.

1) **Environment: Sea Level Rise Adaptation** – Staff are proposing to change the MTC/ABAG implementation role for *Strategy EN1: Adapt to Sea Level Rise* from "Lead to "Partner" based upon feedback from environmental non-profits and ongoing coordination discussions with partner regional agencies.
2) **Transportation: Blue Ribbon Transit Recovery Rask Force Work** – The Transformation Action Plan developed by the Task Force, with Commission consideration to accept this month, will be more deeply woven into the Final Implementation Plan based upon input from transit operators and county transportation agencies.
3) **Economy: Workforce Development Needs** – Partnership Phase discussions with labor and business partners revealed new areas of concern related to workforce development. Staff are proposing significant revisions for implementation actions under *Strategy EC2: Expand Job Training and Incubator Programs* to help improve economic mobility as well as enhance coordination with labor and business partners moving forward.
4) **Housing: Anti-Displacement Programs** – Housing and equity advocates as well as some local jurisdictions raised the importance of prioritizing actions that support anti-displacement efforts. Acknowledging the recent $20 million allocation for the Bay Area Housing Finance Authority (BAHFA) from the California state budget, the Final Implementation Plan proposes revisions to clarify the scope of a BAHFA-led pilot project to explore potential regional scale anti-displacement programs.

5) **Tracking Progress: Supporting Accountability** – Partners across various sectors raised the need to track progress and support accountability after plan adoption – an important need given state oversight of plan implementation moving forward. Staff are committing to providing status updates on Implementation Plan progress at least annually starting in 2022 to MTC/ABAG committees and boards.

Key findings from Partnership Phase activities for each plan strategy have also been incorporated into **Attachment B, *Draft Implementation Briefs (Revised, September 2021)***.

Final Steps Prior to Plan Adoption
In addition to the robust feedback on the Draft Implementation Plan, staff have been thoroughly reviewing the comments received on all Draft Plan Bay Area 2050 deliverables since the end of the public comment period on July 20. Comments received on the Draft EIR will be responded to within the Final EIR, whereas comments received on non-EIR matters are being responded to on a rolling basis. When appropriate, revisions will be made to the Final Plan Document, Final Supplemental Reports, Final Implementation Plan, and Final EIR in advance of next month's release.

Staff anticipates that the Final Plan Bay Area 2050, constituting the components listed above, will be released publicly the week of October 4. Staff will present revisions since the Draft Plan Bay Area 2050 release in spring 2021 to the Regional Advisory Working Group (RAWG), ABAG Regional Planning Committee (RPC), and Policy Advisory Council early next month. Staff will also seek the referral of Final Plan Bay Area 2050 by the Joint MTC Planning Committee with the ABAG Administrative Committee to a special joint Commission and ABAG Executive Board meeting to be held on Thursday, October 21. At that meeting, the two boards will consider Final Plan Bay Area 2050 for adoption, making it the official regional plan until the next update slated for 2025 and concluding the nearly four-year-long planning process.

Should Final Plan Bay Area 2050 be adopted by MTC/ABAG in October, staff would then work with federal and state partners at FHWA, FTA, Caltrans, and CARB to secure their approvals in fall 2021 and winter 2022. Staff would also commence work on Plan implementation activities identified in the Final Implementation Plan, providing annual updates starting next year on implementation progress.

Issues: None identified.

Recommendation: Information

Attachments: Attachment A: Presentation
Attachment B: Draft Implementation Plan Briefs (*Revised, September 2021*)

Therese W. McMillan

PLAN BAY AREA 2050

Image Source: San Jose (Flickr/Thomas Hawk)

Implementation Plan Partnership Phase Findings & Final Steps to Adoption

Chirag Rabari and Dave Vautin, MTC/ABAG

September 2021

Implementation Plan: Timeline

Sept-Nov 2020

Nov-Jan 2021

Feb-May 2021

Jun-Aug 2021

Sept-Oct 2021

Phase 1: Analysis

- Strategy assessment & brainstorming
- Mapping complementary efforts, initiatives and partners

Phase 2: Engagement

- Nov. committees feedback ★
- Two virtual stakeholder meetings
- Small group meetings
- Public/CBO outreach

Phase 3: Draft Plan

- Feb. + Mar. progress update to committees ★
- Identify opportunities and challenges
- Develop Draft Implementation Plan

Phase 4: Partnerships

- Public outreach & comment period
- Virtual partner & stakeholder workshop
- Focused discussions and small group meetings

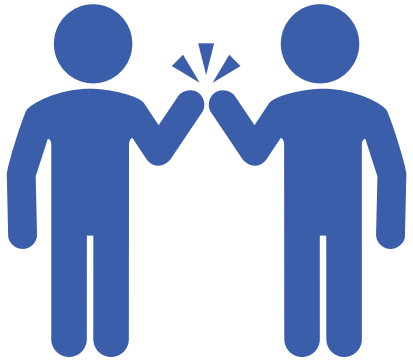
Phase 5: Final Plan

- Sept. progress update to committees ★
- Develop Final Implementation Plan
- Final Plan release and adoption ✓

★ = Board/Commission input ✓ = Board/Commission approval

Implementation Plan: Partnership Phase *(Summer)*

- **The Partnership Phase expanded the focus beyond MTC/ABAG** to help identify a broader range of actions, complementary initiatives, and potential commitments for incorporation into the Final Implementation Plan.
- **Partnership Phase elements included:**

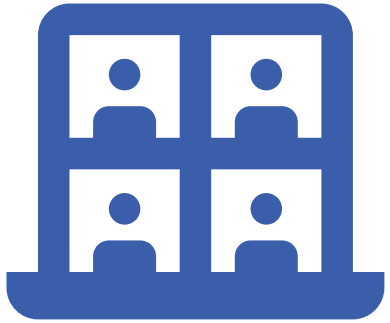


Virtual workshop for partners & stakeholders *(Monday, July 19)*

Comment period *(Late May through July 20)*

One-on-ones and small group **focused discussions** *(May 26 to August 13)*

Webinar + Q&A *(Tuesday, August 17)*

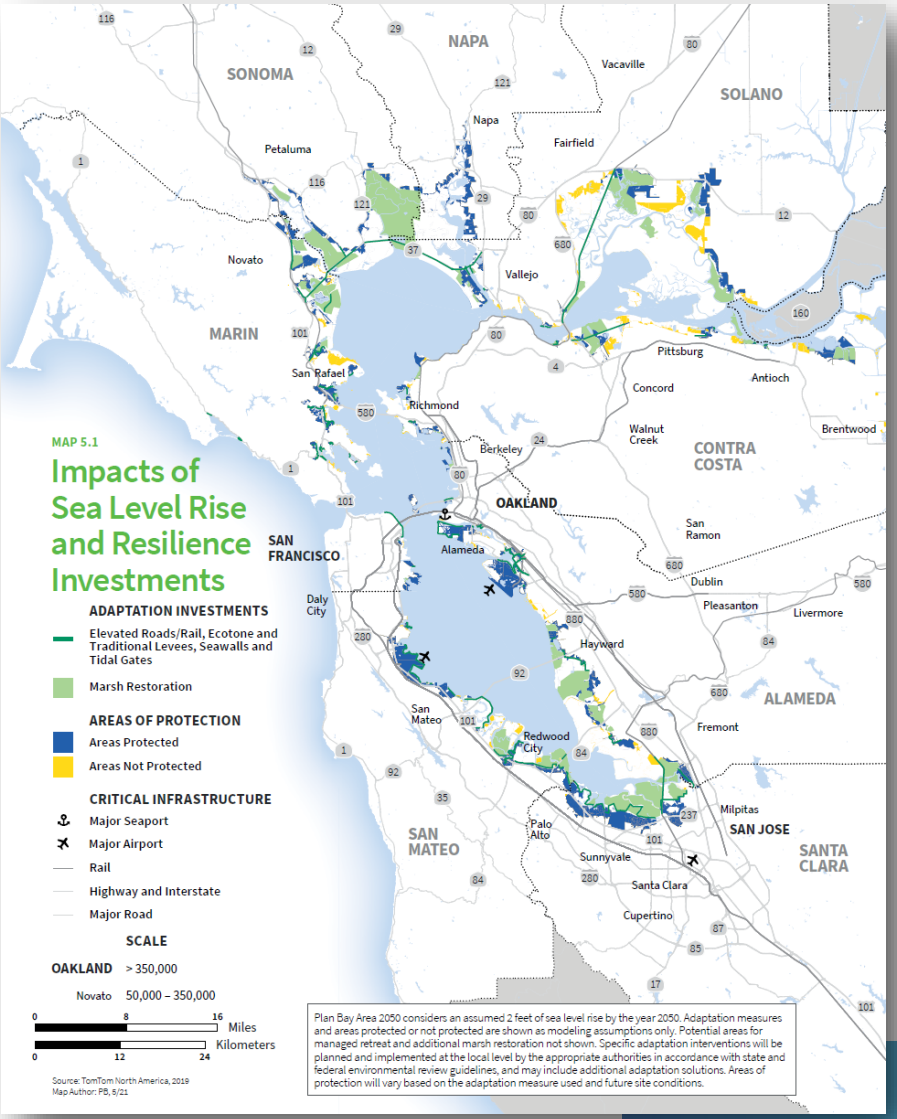


Implementation Plan: Feedback from Partners

- **Staff sought feedback on the Draft Implementation during the Plan Bay Area 2050 public comment period**; combined with other summer engagement input, this will inform the Final Plan Bay Area 2050 to be considered for adoption in October.
- **Input was received on all plan strategies,** although there were more requests for revisions and clarifications for Transportation and Environment implementation actions versus Housing and Economy implementation actions
- **Key Partnership Phase findings for each plan strategy** have been incorporated into **Attachment B** in your packet, *Draft Implementation Briefs (Revised)*.
- **The focus of today's presentation will be on five select topic areas** where partnership discussions and feedback informed significant proposed Implementation Plan revisions, including:
  1. Sea level rise adaptation
  2. Blue Ribbon Transit Recovery Task Force work
  3. Workforce development needs and opportunities
  4. Housing and anti-displacement programs
  5. Tracking progress of Plan implementation

Environment: Sea Level Rise Adaptation

- Based upon feedback received during the Partnership Phase from environmental non-profits and regional agencies, **staff are proposing to change the MTC/ABAG implementation role** for *Strategy EN1: Adapt to Sea Level Rise* from "Lead" to "Partner".
- **This will better reflect the multi-sectoral and multi-disciplinary nature** of sea level rise adaptation work and strengthen the alignment with the BCDC-led Bay Adapt process, which identifies specific actions for MTC/ABAG to advance.
- **The Final Implementation Plan will further highlight key partner-led efforts**, including those by BARC, BCDC, and the San Francisco Estuary Partnership, among others.



For more information on proposed Implementation Plan revisions for Strategy EN1, please see Attachment B.

Transportation: Transit Recovery Task Force

- **Transportation partners identified during the Partnership Phase that more clarity was needed** regarding the alignment of the Plan Bay Area 2050 Implementation Plan with the work of the Blue Ribbon Transit Recovery Task Force.
- **Concurrently, the Transformation Action Plan released in July included 27 recommendations**, including integration policy, mapping and wayfinding, bus transit priority, and more.
- **Blue Ribbon recommendations will be more deeply woven into the Final Implementation Plan**, generally nesting under existing transportation strategies under the themes of *Maintain and Optimize the Existing System* and *Build a Next-Generation Transit Network*.

For more information on proposed Blue Ribbon-related Implementation Plan revisions, please see Attachment B.

Economy: Workforce Development Needs

- **Partnership Phase discussions revealed new concerns from a range of economic stakeholders** related to workforce development.
- **Both labor and business organization identified challenges in this area,** with labor seeking to ensure an adequately sized and skilled construction workforce and business flagging concerns on staff shortages and skill gaps.
- **The Final Implementation Plan proposes significant revisions to actions** under *Strategy EC2: Expand Job Training and Incubator Programs*:
  - Emphasize the importance of apprenticeship opportunities and high-road career opportunities, including construction, through regional advocacy efforts
  - Propose enhanced collaboration with both labor and business on regional modeling of workforce supply factors moving forward

For more information on proposed Implementation Plan revisions for Strategy EC2, please see Attachment B.

Housing: Anti-Displacement Programs

- **Housing and equity advocates, as well as some local jurisdictions,** raised the importance of prioritizing implementation actions that will support anti-displacement efforts.
- **The recently-approved California state budget included a $20 million allocation to stand up the Bay Area Housing Finance Authority (BAHFA)**; this allocation will help accelerate proposed pilot projects included in the Draft Implementation Plan.
- **The Final Implementation Plan proposes revisions in multiple housing areas**, including a BAHFA-led action to launch a pilot project which will develop standardized best practices for tenant protection programs and scope potential regional-scale anti-displacement programs.

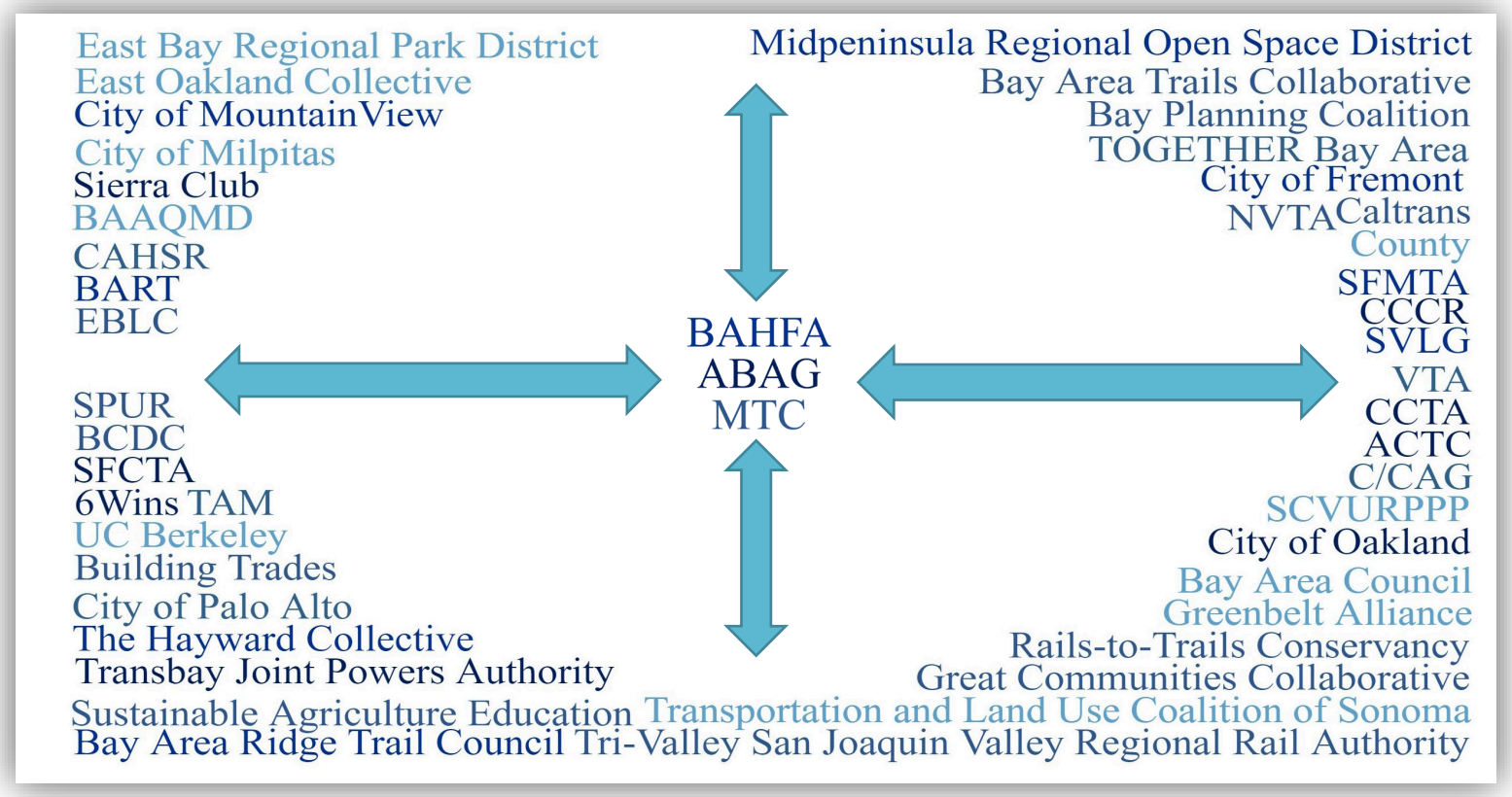
For more information on proposed Implementation Plan revisions for the plan's housing strategies, please see Attachment B.

Tracking Progress: Supporting Accountability

- **Partners across various sectors spoke of the need to track progress** and support accountability after plan adoption - an important need given state oversight of Plan implementation going forward.
- **In the Final Implementation Plan, staff are committing to providing status updates and progress reports** at least annually starting in 2022 to MTC/ABAG's committees & boards.
- **Staff also propose building upon the robust performance tracking work in Vital Signs**, the regional performance monitoring initiative, as a tool to more effectively gauge Plan Bay Area 2050 implementation progress.

Partnership: The Key to Implementation Success

- **The Partnership Phase saw at least 45 distinct partners** offering potential commitments or statements of support to advance implementation over the next 1-5 years, across all plan strategies.
- **MTC/ABAG staff are grateful for the dedication partners have shown** throughout the four-year planning process and look forward to continued collaboration.
- **Partnership will be critical as we transition to Plan implementation** and push forward with the advocacy, initiatives, projects and planning activities that will make Plan Bay Area 2050 a reality.



PLAN BAY AREA 2050

PLAN BAY AREA 2050

Image Source: Marin Headlands (Flickr/Jeff)

Final Steps to Plan Adoption

What's Next for October?

Comments & Responses

- In addition to feedback on partnership opportunities for the Final Implementation Plan, MTC/ABAG staff are **actively reviewing hundreds of additional emails and letters submitted prior to the close of the comment period on July 20th.**
- **Draft EIR comments received will be responded to within the Final EIR;** comments received on non-EIR matters are being responded to on a rolling basis.
- **When appropriate, revisions will be made to the Plan Bay Area 2050** Final Document, Final Supplemental Reports, Final Implementation Plan, and Final EIR as part of next month's release.

Image Source: Pre-COVID Public Engagement (MTC/ABAG)

Considering Final Plan Bay Area 2050 for Adoption

Public Release of Final Plan

- Anticipated no later than the week of October 4th
- Includes Final Plan Document, Final Implementation Plan, Final Supplemental Reports, and Final EIR

Stakeholder & Public Presentations

- Regional Advisory Working Group
- MTC Policy Advisory Council
- ABAG Regional Planning Committee

Committees & Boards to Consider Adoption

- Joint MTC Planning/ABAG Administrative Committee (October 8th)
- Joint Commission/ABAG Executive Board Meeting (October 21st)

Submission for Federal/State Approval*

- California Air Resources Board (CARB)
- Federal Highway Administration (FHWA) & Federal Transit Administration (FTA)
- Caltrans

Plan Implementation

- Already underway with additional initiatives slated to kick off in early 2022
- Annual updates to Joint MTC Planning/ABAG Administrative Committee on progress

** If adopted, Final Plan Bay Area 2050 would be submitted to federal & state partners no later than November 2021, with final approvals anticipated from all federal & state agencies no earlier than winter 2022.*

Image Source: Muni Metro (Flickr/telmo32)

Questions or Comments?

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PLAN BAY AREA 2050

DRAFT IMPLEMENTATION PLAN BRIEFS (REVISED)

SEPTEMBER 2021

ASSOCIATION OF BAY AREA GOVERNMENTS

METROPOLITAN TRANSPORTATION COMMISSION

Draft Plan Bay Area 2050: Implementation Plan Briefs

Revised – September 2021

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Introduction

The purpose of the Plan Bay Area 2050 Implementation Plan is to develop short-term, tangible actions that the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), and partners can take over the next one-to-five years to advance the 35 strategies identified through the Plan Bay Area 2050 Final Blueprint. The Implementation Plan chapter of the Draft Plan Bay Area 2050 (see Chapter 7: Implementation Plan) covers a range of relevant topics, including the Implementation Plan's goals and objectives; engagement conducted with partners and the public; the results of a four-factor strategy assessment; implementation role recommendations; draft implementation priorities and actions for the plan's four elements, organized by the plan's eleven key themes; and strategic partnership opportunities.

Brief Components

The purpose of these Implementation Plan briefs is to allow partners and stakeholders to explore each of the plan's 35 long-range strategies in detail. To facilitate this deeper dive, a one- or two-page consolidated brief is provided for each strategy and includes several components listed below.

Plan Element and Theme

Each plan strategy falls into one of the four core elements of the Plan — transportation, housing, the economy or the environment — and nests under one of eleven identified themes.

Strategy Cost

This details the lifecycle cost of the strategy, in year-of-expenditure dollars, regardless of the implementing organization (local, regional, state).

Abbreviated Strategy Description

The description provides the short-form descriptive details associated with the strategy.

Key icon to identify strategies that align with the plan's climate requirements:

= High-Impact Strategy in Achieving Greenhouse Gas Reduction Target

Strategy Success Assessment

The assessment provides ratings along four key factors that reflect qualitative consensus assessments from staff, partners, stakeholders and policymakers. The assessment focuses on current conditions with respect to MTC and/or ABAG's authority, financial resources and technical capacity, as well as public and/or political support.

Strategy Success Factor Definitions

- **Authority**
  The assignment to carry out the strategies and attendant tasks involved; generally established through legislation or other legal means.
- **Financial Resources**
  Funding in the amounts, and with the requisite control and stability, required to carry out strategies associated with vested authority.
- **Technical Capacity**
  The institutional "wrap around" of knowledge, staffing, process and procedure required to implement strategies.

- **Public and Political Support**
  While less quantifiable than the other elements, this element is a critical prerequisite for accessing the other three.

Assessment Ratings of Current Conditions

- **Limited**
  No or little authority, financial resources and/or technical capacity exist within MTC/ABAG to carry out the strategy effectively, efficiently and equitably. Public and political support is limited.
- **Partial**
  Authority, financial resources and/or technical capacity are partially present within MTC/ABAG, but not at a sufficient level to carry out the strategy effectively, efficiently and equitably. Public and political support is mixed.
- **Existing**
  Authority, financial resources and/or technical capacity exist within MTC/ABAG and the strategy can be carried out with a high degree of effectiveness, efficiency and equity. The strategy has a high degree of public and political support.

MTC/ABAG Implementation Role

Implementation roles reflect consensus recommendations based on feedback from staff, partners, stakeholders and policymakers regarding MTC's/ABAG's proposed role in strategy implementation. Recommendations are forward-looking and may therefore be aspirational. In addition, this initial recommendation may be thought of as an overall strategic orientation to implementation; actual roles for future, specific implementation actions may vary.

- **Lead**
  MTC/ABAG already has, or should work to secure, significant elements of all four strategy success factors (authority, financial resources, technical capacity, public/political support). It should be noted that taking a lead role does not mean leading alone — this may involve serving as a coalition leader, champion, chief advocate or catalyst.
- **Partner**
  MTC/ABAG already has, or should work to secure, some — but not all — of the four strategy factors. MTC/ABAG may have various implementation responsibilities for a given a strategy, but the strategy's ultimate success will depend upon leadership from and partnership with other entities with their own attendant resources and capacities.
- **Support**
  MTC/ABAG does not have, and is not in the best position to secure, significant elements of the four factors defined under strategy success requirements. MTC/ABAG may have certain specific and clearly defined implementation responsibilities and may still play a role in securing public and political support for the strategy or contributing knowledge/expertise to partner initiatives; however, ultimate strategy implementation will be led by other entities.

Recommended MTC/ABAG Implementation Actions

Implementation actions reflect high-priority actions to advance the strategy, as developed by staff, partners and stakeholders, and incorporating feedback from policymakers. These actions are grouped into three broad categories: *Advocacy & Legislation*; *New, Existing or Restructured Initiatives*; or *Planning or Research*.

Implementation actions are focused on draft actions that MTC/ABAG are proposing to commit to, generally in collaboration with select strategic partners who are identified at a broad level for each plan strategy. Please note that the list of partners for any strategy is not intended to be exhaustive and additional partners may be engaged as implementation activities and initiatives move forward. The briefs also identify a proposed timeframe over a five-year implementation period for each action, where Year 1 describes in-progress or about-to-commence work in 2021 and Year 5 is 2025.

For the purposes of these briefs, "MTC/ABAG Implementation Actions" may encompass affiliated MTC/ABAG entities such as the Bay Area Housing Finance Authority (BAHFA), the Bay Area Toll Authority (BATA), the Bay Area Regional Energy Network (BayREN), the Bay Area Regional Collaborative (BARC), or the San Francisco Estuary Partnership (SFEP). These entities are identified where appropriate, depending on the plan element and specified action.

Summary and Considerations

The summary provides additional contextual details regarding the assessment, role recommendation and implementation actions, as well as policy and strategy issues for consideration moving forward into the plan's implementation period. If applicable, key findings from the Implementation Plan Partnership Phase, which occurred over summer 2021, are presented and, where appropriate, select partner initiatives that support strategy goals and implementation are also highlighted.

Cross-Cutting Implementation Actions

These briefs provide proposed implementation actions at a strategy level for each of the adopted 35 strategies included as part of the Draft Plan Bay Area 2050. However, there are several key actions which will support multiple strategies and even multiple elements of the plan. These "cross-cutting" implementation actions are identified here.

Implementation Vehicle	"Cross-Cutting" Implementation Actions	Timeframe
Advocacy and Legislation	**Advocate** for reforms to Senate Bill 375 and/or associated State guidelines to support improved policy outcomes with respect to reducing greenhouse gas emissions and facilitate enhanced collaboration at all levels of government in meeting shared climate goals	Years 1-2
New, Existing or Restructured Initiatives	**Update the framework and methodology** for identification of Equity Priority Communities	Years 2-3
Planning or Research	**Provide** Implementation Plan status updates and progress reports annually starting in 2022 to MTC/ABAG's committees & boards with the goal of refreshing the Implementation Plan as part of the next Plan Bay Area update process in 2025	Ongoing
	Build upon the robust performance tracking work in Vital Signs, the regional performance monitoring initiative, as a tool to more effectively gauge Plan Bay Area 2050 implementation progress	Ongoing

Housing: Protect and Preserve Affordable Housing

Strategy H1: **Further strengthen renter protections beyond state law**

Strategy Cost

$2 billion

Abbreviated Strategy Description

Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Support

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Advocate** for renter protections for tenants and low-income communities to prevent unjust evictions and displacement	Ongoing	Equity and Environmental Advocates/Non-Profits; Housing Developers; Local Jurisdictions; State Agencies
New, Existing or Restructured Initiatives	**Launch and deliver** a BAHFA pilot project to develop standardized best practices for tenant protection programs and scoping potential regional-scale anti-displacement programs	Years 2-4	
Planning or Research	**Complete and implement** the Expanded Regional Housing Portfolio and BAHFA Business Plan	Years 1-2	

Strategy H1: **Further strengthen renter protections beyond state law**

Summary and Considerations

The agencies do not have authority to enact legislation; however, BAHFA will have authority to implement programs for renter services, if and when funding is secured. Large-scale resources are not currently available but could become available by ballot measure or state/federal appropriation. There is not sufficient technical capacity to support full-scale implementation of this strategy at the moment, but additional capacity could be built if appropriately resourced. This strategy is generally well-supported although there is some opposition from segments of the real estate industry. Furthermore, a recent statewide ballot initiative on rent control was not approved by voters.

This is an area, however, that experienced a deeper commitment from government partners at all levels during the pandemic, with eviction moratoria at the federal, state and local levels and strengthened renter protections in select localities. The recently-approved California state budget also included a $20 million allocation for BAHFA; this allocation will help accelerate the delivery of pilot projects included in the Implementation Plan.

Additional topics for consideration with key partners during the implementation period may include how to develop the financial resources needed to support expanded services and strengthened enforcement, as well as how to generate the additional public and political support for strengthened statewide renter protections.

Housing: Protect and Preserve Affordable Housing

Strategy H2: **Preserve existing affordable housing**

Strategy Cost

$237 billion

Abbreviated Strategy Description

Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Lead

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues** for affordable housing preservation	Ongoing	Equity and Environmental Advocates/Non-Profits; Housing Developers; Local Jurisdictions; State Agencies
New, Existing, or Restructured Initiatives	**Launch and deliver** a BAHFA pilot program to pursue new affordable housing preservation strategies, including the restructured Bay Area Preservation Pilot Program	Years 2-4	
Planning or Research	**Complete and implement** the Expanded Regional Housing Portfolio and BAHFA Business Plan	Years 1-2	
	Evaluate changes to federal and state policies to increase incentives for, and viability of, affordable housing preservation strategies	Ongoing	

Strategy H2: **Preserve existing affordable housing**

Summary and Considerations

BAHFA has authority to engage in housing preservation via its establishing legislation, although it is unlikely the agency would acquire properties on its own. Most likely, BAFHA would act as a funding partner to developers, invest in strengthening the ecosystem of preservation practitioners and work to convene stakeholders. Financial resources and technical capacity are contingent upon securing significant new resources. Close partnership with local jurisdictions and counties will be essential in determining how best to move forward with a regional affordable housing preservation strategy. That said, there is a major opportunity for BAHFA to provide regional leadership in this space, which is a key plank of the "3 P's" housing framework (Production, Protection, Preservation), with a specific focus on developing new sources of funding — including consideration of a regional revenue measure at the earliest feasible moment. Key considerations moving forward into the implementation period may include continued discussion of future advocacy opportunities to support low- and middle-income tenants, as well as community-based organizations and further evaluation of cross-cutting resilience considerations such as the impacts of sea level rise on housing preservation approaches.

Beyond the regional level, partners are also exploring their own preservation strategies and approaches. The City of Oakland, for example, is exploring a new local housing and infrastructure bond that may include preservation of existing affordable housing. As a regional housing preservation strategy is developed through the Expanded Regional Housing Portfolio Business Plan, and as BAHFA launches preservation pilot projects supported by a recent $20 million allocation from the California state budget, it will be critical for local partners to also continue pursuing context-specific preservation approaches as well.

Strategy H3: **Allow a greater mix of housing densities and types in Growth Geographies**

Strategy Cost

N/A

Abbreviated Strategy Description

Allow a variety of housing types at a range of densities to be built in Priority Development Areas (PDAs), select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs).

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Advocate** for legislation that enables a greater mix of housing densities and types in Growth Geographies	Ongoing	Business Community; Equity and Environmental Advocates/Non-Profits; Housing Developers; Local Jurisdictions; CTAs; State Agencies; Transit Operators
New, Existing, or Restructured Initiatives	**Continue and seek greater strategic alignment of existing programs**, including financial resources and technical assistance through the Regional Housing Technical Assistance (RHTA) Program and the PDA Planning and Technical Assistance Grant programs, as well as eligible new funding sources, with a goal of providing capacity-enhancing support for local jurisdictions	Ongoing	
	Assist local jurisdictions to complete or initiate plans for all remaining PDAs by 2025	Ongoing	
	Complete and implement the Transit-Oriented Development (TOD) Policy Update to ensure land use supports transit investments and access to transit	Years 1-2 (policy update); Ongoing thereafter	

Strategy H3: **Allow a greater mix of housing densities and types in Growth Geographies**

Summary and Considerations

The agencies have no authority over local land use, zoning and entitlements. This is an area where the state and local jurisdictions have authority to make changes; however, the agencies do have the Regional Housing Technical Assistance, PDA Planning Grants and PDA Technical Assistance programs to provide funding and technical assistance to local jurisdictions. These programs will support local jurisdictions with developing Specific Plans and Housing Elements that expand housing opportunities at all income levels in PDAs and other Growth Geographies. Assistance may include the identification of best practices or the delivery of customized model policies, such as objective design standards and Housing Element implementation programs. Public support may be a challenge in select locations, although there is generally strong support in public polling, as well as from relevant policy boards. Close collaboration and partnership with the state, local jurisdictions and counties will be essential to the strategy's success.

There are also a number of ongoing developments at both the state and local level that could support a greater mix of housing densities and types in Growth Geographies. Senate Bill (SB) 10, for example, is under consideration at the state level and makes it easier for cities to zone for smaller, lower-cost housing developments of up to 10 units in transit-rich areas or urban infill sites. At the local level, the City of Berkeley adopted a resolution calling for the end of exclusionary zoning by 2022 – one of several actions being undertaken by local jurisdictions which could have significant impacts on housing production in Growth Geographies.

Strategy H4: **Build adequate affordable housing to ensure homes for all**

Strategy Cost

$219 billion

Abbreviated Strategy Description

Construct enough deed-restricted affordable homes necessary to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Lead

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues** for affordable housing production and explore better coordination of existing funding streams	Ongoing	Business Community; Equity and Environmental Advocates/Non-Profits; Housing Developers; Labor; Local Jurisdictions; State Agencies
New, Existing or Restructured Initiatives	**Continue and seek greater strategic alignment of existing programs,** including financial resources and technical assistance through the Regional Housing Technical Assistance Program and the PDA Planning and Technical Assistance Grant programs, as well as eligible new funding sources, with a goal of supporting jurisdictions with plans and policies to increase the supply of affordable homes	Ongoing	
	Launch and deliver BAHFA pilot projects to facilitate production and ensure equitable access to affordable housing, including a regional affordable housing application platform ("Doorway") and an affordable housing pipeline database	Years 2-4	
Planning or Research	**Complete and implement** the Expanded Regional Housing Portfolio and BAHFA Business Plan	Years 1-2	
	Evaluate changes to federal and state policies to increase incentives for and the viability of affordable housing production strategies	Ongoing	

Strategy H4: **Build adequate affordable housing to ensure homes for all**

Summary and Considerations

Although BAHFA has statutory authority to fund new affordable housing, it is unlikely to directly build housing and would more likely work as a funding partner to developers and act to convene stakeholders. Financial resources and technical capacity are contingent upon securing new resources. Public support may be a challenge in specific places depending on the location of potential new housing, but polling shows majority support, in addition to strong support from relevant policy boards. BAHFA's potential funding role would be essential to the implementation of this strategy, which is a key plank of the 3Ps housing framework, including consideration of a regional revenue measure at the earliest feasible moment. Ultimate success will depend on partnership across multiple sectors — particularly with jurisdictions that have entitlement authority over specific housing projects, as well as the federal and state governments given their role in affordable housing finance.

Strategy H5: **Integrate affordable housing into all major housing projects**

Strategy Cost

N/A

Abbreviated Strategy Description

Require a baseline of ten to twenty percent of new market-rate housing developments of five units or more to be affordable to low-income households.

Strategy Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Support

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	**Continue and seek greater strategic alignment of existing programs,** including financial resources and technical assistance through the Regional Housing Technical Assistance Program, as well as the PDA Planning and Technical Assistance Grant programs, to enable local governments to develop context-specific inclusionary zoning and affordable housing incentives	Ongoing	Equity and Environmental Advocates/Non-Profits; Housing Developers; Local Jurisdictions

Strategy H5: **Integrate affordable housing into all major housing projects**

Summary and Considerations

The agencies have no authority over local inclusionary laws. Translating this strategy from the regional to local level requires additional analysis and evaluation of policies such as density bonuses that can complement inclusionary requirements. The agencies could potentially help identify best practices or do preliminary sub-regional assessments; however, changes to state inclusionary law may require jurisdictions to do their own nexus studies if they pass inclusionary requirements over 15 percent. It is a relatively popular strategy, although there is strong opposition from builders and some unions. Technical capacity could be further strengthened with additional resources.

This is therefore an area where leadership from local partners will be necessary to support strategy implementation progress. The City of Oakland, for example, is currently in the process of updating its affordable housing impact fee and on-site inclusionary zoning requirements. Other jurisdictions in the region are exploring similar updates.

Strategy H6: **Transform aging malls and office parks into neighborhoods**

Strategy Cost

N/A

Abbreviated Strategy Description

Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	**Continue and seek greater strategic alignment of existing programs,** including financial resources and technical assistance through the Regional Housing Technical Assistance Program and PDA Planning and Technical Assistance Grant programs, as well as eligible new funding sources, to promote planning and redevelopment of malls and office parks in PDAs and other Growth Geographies	Ongoing	Business Community; Local Jurisdictions; Housing Developers; State Agencies
Planning or Research	**Identify** redevelopment opportunities and challenges and partner with local jurisdictions, community members, property owners, affordable housing developers and other stakeholders to accelerate the redevelopment of aging malls and office parks	Years 2-5	

Strategy H6: **Transform aging malls and office parks into neighborhoods**

Summary and Considerations	The agencies have no authority over local land use, zoning and entitlements; however, MTC/ABAG does have the Regional Housing Technical Assistance Program and the PDA Planning Grants and PDA Technical Assistance programs to provide financial resources and technical assistance. Furthermore, staff is currently developing best practices on rezoning. Key considerations for this upcoming effort to identify redevelopment opportunities and challenges for aging malls and office parks include: 1) how to best connect and coordinate property owners, cities, impacted community members, funders, affordable housing developers, special districts and service (i.e., infrastructure) providers to plan and execute projects, and 2) how to build up even greater public and political support for the strategy given local revenue and local community impacts.

Strategy H7: **Provide targeted mortgage, rental and small business assistance to Equity Priority Communities**

Strategy Cost

$10 billion

Abbreviated Strategy Description

Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Lead

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues** for rental, mortgage and small-business assistance programs	Ongoing	Business Community; Equity and Environmental Advocates/Non-Profits; Local Jurisdictions; State Agencies
New, Existing, or Restructured Initiatives	**Launch and deliver** BAHFA pilot projects that will focus on developing standardized best practices for tenant protection programs and scoping potential regional-scale anti-displacement programs	Years 2-4	
	Partner with local jurisdictions and other stakeholders through BAHFA to develop and roll out a regional homelessness prevention system	Years 1-4	
Planning or Research	**Complete and implement** the Expanded Regional Housing Portfolio and BAHFA Business Plan	Years 1-2	

Strategy H7: **Provide targeted mortgage, rental and small business assistance to Equity Priority Communities**

Summary and Considerations

BAHFA has statutory authority to fund these programs, though it most likely would provide grants to existing service providers. BAHFA pilot programs have been approved by policymakers to coordinate, and eventually fund, service providers and jurisdictions; a recent allocation by the California state budget will help launch this pilot. Financial resources and technical capacity are contingent on securing new revenues. This strategy is very popular with both tenants and landlords, developers and banks. There is also a major opportunity for BAHFA to provide regional leadership in this space, which is one of the key planks of the 3Ps housing framework, with a focus on developing new sources of funding that includes anti-displacement and homelessness prevention services as eligible expenses.

More broadly, it will be important to track and align with the work of key regional partners, such as the Regional Impact Council, a roundtable of stakeholders from all 9 Bay Area counties aimed at tackling regional housing insecurity and the homelessness crisis.

Finally, this area saw significant commitment from federal government over the course of the pandemic, with multiple rounds of rental assistance approved – although there were significant implementation challenges with the disbursal of this funding. Exploring how BAHFA and the regional agencies could potentially play a role here will be an additional topic of consideration during the implementation period.

Strategy H8: **Accelerate reuse of public and community-owned land for mixed-income housing and essential services**

Strategy Cost

N/A

Abbreviated Strategy Description

Help public agencies, community land trusts and other non-profit landowners to accelerate development of mixed-income affordable housing.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Lead

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	**Continue and seek greater strategic alignment of existing programs,** including financial resources and technical assistance through the Regional Housing Technical Assistance Program, the PDA Planning Grants and PDA Technical Assistance programs, as well as eligible new funding sources, to plan for public land reuse and to advance residential and mixed-use projects with a large share of affordable housing	Ongoing	Business Community; CTAs; Equity and Environmental Advocates/Non-Profits; Housing Developers; Local Jurisdictions; State Agencies; Transit Operators
Planning or Research	**Advance** an initiative identifying challenges and opportunities for catalyzing the reuse of public- and community-owned land by partnering with local jurisdictions, community members, public land owners, community land trusts and a broad range of other stakeholders	Years 2-5	

Strategy H8: **Accelerate reuse of public and community-owned land for mixed-income housing and essential services**

Summary and Considerations	Authority already exists to establish and coordinate a voluntary, or "opt-in," network of local governments and partner organizations. Such a network could be established with existing resources, although significant new resources would be required to expand its capacity. Based upon public engagement during Plan Bay Area 2050, this is generally a popular strategy, although there may be resistance in specific locations — pointing to the benefits of an opt-in program. Some technical capacity exists internally although there are gaps with respect to real estate expertise. An initiative focused on identifying challenges and opportunities to advancing local and regional reuse will engage with a broad cross-section of partners. This effort would likely include discussion of the vision and potential path forward for the establishment of a regional public lands network, as well as discussion of how best to improve the housing finance tools available to non-profit developers, local governments, and community-based organizations.

Strategy EC1: **Implement a statewide universal basic income**

Strategy Cost

$205 billion

Abbreviated Strategy Description

Provide an average $500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Support

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	**Advocate** for a potential statewide pilot program related to a universal basic income	Years 3-5	Equity and Environmental Advocates/Non-Profits; Local Jurisdictions; State Agencies

Strategy EC1: **Implement a statewide universal basic income**

Summary and Considerations

Authority, financial resources, and technical capacity are major challenges for this strategy. Although there has been increasing support for cash transfer strategies in recent years — particularly in a post-COVID environment where essential workers have been heavily impacted — it is likely that political viability will depend on the presence of a broad statewide coalition to advocate for basic income.

MTC/ABAG would be best positioned to take a support role alongside stakeholders including other regions and higher levels of government, with a focus on advocating for the testing and implementation of a statewide universal basic income (UBI) pilot program over the next one-to-five years. Statewide conversations determining what a UBI pilot should look like will be critical. To that end, the most recently approved California state budget included $35 million over five years to pay for UBI pilot programs. Prior to this allocation, several Bay Area jurisdictions had been independently considering UBI test programs as well, including Oakland, San Francisco, South San Francisco, Marin County and Santa Clara County.

Strategy EC2: **Expand job training and incubator programs**

Strategy Cost

$5 billion

Abbreviated Strategy Description

Fund assistance programs for establishing a new business, as well as job training programs, primarily in historically disinvested communities.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Support

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	**Support increased funding** for job training and incubator programs	Years 3-5	Business Community; Equity and Environmental Advocates/Non-Profits; Labor; Local Jurisdictions; State Agencies
	Advocate for the importance of apprenticeships and high-road career opportunities, including construction, to improve economic mobility and support the plan's ambitious transportation, housing and resilience infrastructure goals	Years 2-5	
New, Existing, or Restructured Initiatives	**Implement** the recommendations of MTC/ABAG's Regional Governmental Partnership for Local Economic Rebound initiative	Years 2-5	
Planning or Research	**Partner** with regional economy stakeholders, including labor, business, and education partners, on research and modeling of workforce supply challenges facing the region and megaregion	Years 2-4	

Strategy EC2: **Expand job training and incubator programs**

Summary and Considerations

Authority, financial resources and technical capacity are major challenges for this strategy, which nonetheless has strong public and political support. Given MTC's/ABAG's lack of technical expertise with respect to job training programs, it is anticipated that MTC/ABAG will take a support role in strategy implementation.

It is important to note, however, that Implementation Plan Partnership Phase discussions revealed new workforce development concerns from several stakeholders. Both labor and business organizations identified challenges in this area, with labor seeking to ensure an adequately sized and skilled construction workforce and business flagging concerns on staff shortages and skill gaps. The Final Implementation Plan has therefore recommended new workforce actions aimed at supporting the plan's ambitious transportation, housing and resilience infrastructure goals as well as enhanced collaboration on regional and megaregional economic needs with labor, business and education partners, among others, moving forward.

Beyond MTC and ABAG, there are a number of ongoing initiatives at the state and local level which support the broad goals of improving economic mobility through workforce development. For example, the California Workforce Development Board's High Road Training Partnerships initiative established a workforce development framework that is industry-based and worker-centered. This training partnership initiative has been supported by funds from a range of sources, including federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funding as well as Greenhouse Gas Reduction Funds through the California Climate Investment program. At the local level, the City of Fremont recently announced the "Earn and Learn Fremont" pilot program, which offers participants pathways to new careers in advanced manufacturing.

In summer 2021, MTC and ABAG also launched a new joint initiative called the Regional Governmental Partnership for Local Economic Rebound. The initiative explored how MTC and ABAG can bring a regional "value add" to a larger regional economic recovery strategy; it included elements such as infrastructure delivery as stimulus, as well as a leadership "listening tour" of local government, private sector, and labor partners to better understand recovery needs across the region. Findings and recommendations from this initiative are expected to be available later in 2021.

Strategy EC3: **Invest in high-speed internet in underserved low-income communities**

Strategy Cost

$10 billion

Abbreviated Strategy Description

Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Support

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	**Advocate** for continued federal and state support for internet subsidies and a more deliberate state approach to expanding access to broadband for low-income households	Ongoing	Business Community; Equity and Environmental Advocates/Non-Profits; Local Jurisdictions; State Agencies
New, Existing, or Restructured Initiatives	**Implement** the recommendations of MTC/ABAG's Regional Governmental Partnership for Local Economic Rebound initiative	Years 2-5	

Strategy EC3: **Invest in high-speed internet in underserved low-income communities**

Summary and Considerations

Authority, financial resources and technical capacity are major challenges for this strategy, which nonetheless has strong public and political support. Given significant recent investments by the State of California to help bridge the digital divide, as well as additional significant investment expected from the federal government, a support role for MTC/ABAG in strategy implementation is recommended.

The State of California has a major initiative underway to expand high-speed internet that has been accelerated due to the COVID-19 pandemic. The recently approved California state budget included a $6 billion investment to expand broadband infrastructure and enhance internet access for unserved and underserved communities. Aligning with the California State Broadband Action Plan and advocating along with regional broadband consortiums, local jurisdictions, and other regional stakeholders for continued state support and involvement in expanding broadband access to low-income households will be critical moving forward.

At the federal level, the Bipartisan Infrastructure Investment and Jobs Act currently being debated by Congress includes a $65 billion investment to ensure all the nation's residents have access to reliable high-speed internet.

Finally, there is an opportunity to leverage and learn from relevant local efforts. The City of San Jose has pledged to close the digital divide through its Digital Inclusion Partnership, a $24 million cross-sector fund to connect and promote digital skills for fifty thousand San Jose households. Oakland Undivided is an effort led by the Oakland Public Education Fund to ensure every student in the Oakland public school system has access to a computer, an internet connection and technology support. Furthermore, in the North Bay, Digital Marin has been engaged in extensive process to understand the digital needs of a wide range of constituents and bring high-speed internet access to all.

Strategy EC4: **Allow greater commercial densities in Growth Geographies**

Strategy Cost

N/A

Abbreviated Strategy Description

Allow greater densities for new commercial development in select Priority Development Areas (PDAs) and Transit-Rich Areas (TRAs) to encourage more jobs to locate near public transit.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	**Advocate** for legislation that enables a greater mix of commercial densities as outlined in the plan's Growth Geographies	Ongoing	Business Community; CTAs; Equity and Environmental Advocates/Non-Profits; Labor; Local Jurisdictions; Transit Operators;
New, Existing or Restructured Initiatives	**Complete and implement** the TOD Policy Update to ensure land use supports transit investments	Years 1-2 (policy update); Ongoing thereafter	
	Continue and seek greater strategic alignment of existing programs, including the PDA Planning Grants Program, with expanded emphasis on integrating housing and job growth at transit-supportive densities in transit-rich Growth Geographies	Ongoing	

Strategy EC4: **Allow greater commercial densities in Growth Geographies**

Summary and Considerations

The agency has no authority over local land use or permitting, which is exclusively under the purview of local jurisdictions. In terms of costs, there are fewer financial resources needed to implement this strategy, although zoning changes, general plan updates, environmental impact reports or related studies do represent a cost to local jurisdictions. Public and political support for this strategy varies across the region.

Given the importance of this strategy to meeting the plan's aggressive greenhouse gas emissions reduction target, it is anticipated that MTC/ABAG will take a partner role in strategy implementation, primarily through existing initiatives such as the PDA Planning Grants and PDA Technical Assistance programs, which could help support jurisdictions financially with their planning needs. Internal technical capacity could be further strengthened with additional resources.

Strategy EC5: **Provide incentives to employers to shift jobs to housing-rich areas well served by transit**

Strategy Cost

N/A

Abbreviated Strategy Description

Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Support

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing or Restructured Initiatives	**Continue and seek greater strategic alignment of existing programs**, including the PDA Planning Grants Program, with expanded emphasis on integrating housing and job growth at transit-supportive densities in transit-rich Growth Geographies	Ongoing	Business Community; CTAs; Local Jurisdictions; Transit Operators

Strategy EC5: **Provide incentives to employers to shift jobs to housing-rich areas well served by transit**

Summary and Considerations	Authority, financial resources and technical capacity are significant challenges for this strategy, which has mixed public and political support depending on the location and nature of expected job shifts. Given this, MTC/ABAG will primarily take a support role by coordinating transportation investments with local jurisdictions. The Partnership Phase of the Implementation Plan revealed an interest amongst several business leadership organizations and public policy thinktanks in supporting and partnering in the implementation of this strategy. Identifying additional potential advocates and partners, as well as identifying potential financial resources, will be a continued area of focus for potential champions of this strategy.

Strategy EC6: **Retain and invest in key industrial lands**

Strategy Cost

$4 billion

Abbreviated Strategy Description

Implement local land use polices to protect key industrial lands identified as Priority Production Areas (PPAs), while funding key infrastructure improvements in these areas.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	**Evaluate** funding sources and develop a pilot PPA planning and technical assistance program, with a goal of supporting up to five PPAs by 2025	Years 1-5	Air District; Business Community; CTAs; Local Jurisdictions

Summary and Considerations

The agency has no authority over local land use or permitting, although MTC/ABAG do have resources that could potentially fund infrastructure or planning activities. The PPA pilot program was approved in 2019 to enable an initial set of PPAs to be integrated into Plan Bay Area 2050, but future funding would need to be identified to support PPAs in a similar manner as PDA programs that support local jurisdictions. Evaluating funding opportunities to support PPAs, including existing funding sources, potential funding swaps, or other programs and mechanisms, will be a continued area of focus during the plan's implementation period.

Given that the PPA designation is a pilot program that requires testing, it is anticipated that MTC/ABAG will take a partner role by supporting investments in select jurisdictions over the next several years.

Transportation: Maintain and Optimize the Existing System

Strategy T1: **Restore, operate and maintain the existing system**

Strategy Cost

$389 billion

Abbreviated Strategy Description

Commit to operate and maintain the Bay Area's roads and transit infrastructure, while restoring transit service hours to 2019 levels no later than 2035.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Lead

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues** and/or increased funding to support transportation operations and maintenance needs	Ongoing	Business Community; CTAs; Equity and Environmental Advocates/Non-Profits; Labor; State Agencies; Transit Operators
New, Existing, or Restructured Initiatives	**Continue** existing asset management programs such as StreetSaver, StreetSaver Plus, and the Pavement Technical Assistance Program, among others, and develop detailed asset management plans for each of the BATA toll bridges as identified in the BATA Recovery Action Plan	Ongoing	
	Coordinate the Bay Area's transportation pandemic recovery with a focus on fiscal stabilization, system rebuilding and transit ridership restoration	Years 1-2	
	Reassess Plan Bay Area 2050's transportation element financial assumptions in 2023 to better reflect the region's post-COVID-19 financial conditions	Years 3-5	

Strategy T1: **Restore, operate and maintain the existing system**

Summary and Considerations

Fix-It-First has been MTC's long-standing commitment to the regional transportation network, and the agency has technical capacity to support this popular strategy moving forward. In addition, MTC has good, effective partnerships with Caltrans, County Transportation Authorities (CTAs), local Departments of Transportation (DOTs), and regional transit operators through which to continue supporting the operations and maintenance of the transit network and keeping the system in a state of good repair.

It is expected that leading the Bay Area's transportation pandemic recovery and facilitating the restoration of transit service levels in the post-COVID environment will be a major area of focus during the implementation period. MTC has taken a central role in distributing transportation funding from recent federal relief and recovery efforts to help stabilize the region's transit providers and recently launched the "All Aboard Transit Campaign" in partnership with over two dozen transit providers to help bring riders back to transit. Advocating for new and/or increased federal, state or regional revenues that can fill ongoing funding gaps and support transit operations — as well as continued evaluation of the impacts of recent and expected federal transportation investments — will be a key consideration moving forward.

Strategy T2: **Support community-led transportation enhancements in Equity Priority Communities**

Strategy Cost

$8 billion

Abbreviated Strategy Description

Provide direct funding to historically marginalized communities to fund locally identified transportation needs.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended Priorities for Implementation

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues and/or increased funding for transportation**, including for community-led enhancements	Ongoing	Air District; CTAs; Equity and Environmental Advocates/Non-Profits; Local Jurisdictions; State Agencies; Transit Operators
New, Existing, or Restructured Initiatives	**Implement** the recommendations of the Blue Ribbon Transit Recovery Task Force related to the development and adoption of equity principles	Years 1-2	
	Update guidelines for the upcoming cycle of the Community-Based Transportation Planning (CBTP) Program and explore restructuring of the Lifeline Transportation Program and/or using other existing funding sources to support the development and advancement of CBTPs and Participatory Budgeting projects	Years 1-3	

Strategy T2: **Support community-led transportation enhancements in Equity Priority Communities**

Summary and Considerations

MTC has authority to convene relevant stakeholders and some ability to identify and allocate transportation funding; however, resources under existing programs, such as the Lifeline Transportation Program, are not sufficient to the scale of identified needs. Identifying funding to support the strategy will therefore be the biggest area of focus during the implementation period and the agency's recently adopted Equity Platform provides an important framework through which to advance future work. Both the Lifeline Transportation Program as well as Participatory Budgeting pilots conducted in San Francisco's Bayview neighborhood and the City of Vallejo in partnership with the San Francisco County Transportation Authority and the Solano Transportation Authority, respectively, offer proofs of concept and models to emulate.

These efforts — as well as complementary initiatives such as the California Air Resources Board's Community Air Protection Program (Assembly Bill 617 (C. Garcia, Statutes of 2017)) — can serve as a foundation upon which to build future capacity, deliver better future access and mobility and eliminate disparities throughout the region. Through AB 617, for example, the Bay Area Air Quality Management District supported the development of the West Oakland Community Action Plan, which contained community-developed recommendations to improve transit service and improve the design and safety of local streets for pedestrians and bike trips.

The Partnership Phase of the Implementation Plan revealed broad interest from a wide range of partners in supporting implementation of this strategy. CTAs, cities, community-based organizations, transit operators, the public, as well as health and social services will all be necessary to realize the strategy's promise, with a focus on engaging with communities both on priorities and the project identification process.

Strategy T3: **Enable a seamless mobility experience**

Strategy Cost

$3 billion

Abbreviated Strategy Description

Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning, while requiring schedule coordination at timed transfer hubs.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Lead

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Evaluate** and, if necessary, seek state legislative authority to support implementation of Fare Coordination and Integration Study recommendations	Years 1-2	Business Community; CTAs; Equity and Environmental Advocates/Non-Profits; Local Jurisdictions; State Agencies; Transit Operators
New, Existing, or Restructured Initiatives	**Implement** the recommendations of the Fare Coordination and Integration Study, including selecting and funding pilot projects	Year 1	
	Implement the customer information recommendations of the Blue Ribbon Transit Recovery Task Force, including finalizing regional mapping and wayfinding standards, delivering pilot projects, and developing a regional mapping data services digital platform	Years 1-4	
	Implement the transit network recommendations of the Blue Ribbon Transit Recovery Task Force, including those related to connected network planning, data collection and coordination, branding/mapping/wayfinding, technology and mobile standards, service coordination and transit network management reforms, among others	Years 1-3	

Strategy T3: **Enable a seamless mobility experience**

New, Existing, or Restructured Initiatives *(cont'd)*	**Implement** the accessibility recommendations of the Blue Ribbon Transit Recovery Task Force, including designating a mobility manager and identifying key paratransit challenges and reforms through the Coordinated Plan update	Years 1-3	*Identified above*
	Deploy the Clipper® Mobile app, next-generation Clipper® and a single regional mobility account platform to improve seamless integration of the network	Years 3-5	

Summary and Considerations

MTC's transit coordination requirements are laid out in Resolution 3866, which allows MTC to identify, recommend, establish and coordinate transit connectivity improvements, requirements and performance standards and condition regional discretionary funds based on compliance. Financial resources are available that could potentially support this strategy, and it is not high-cost relative to its potential ridership benefits. MTC has meaningful existing initiatives within this space (Clipper® START℠, next-generation Clipper®, Regional Mapping and Wayfinding, and Regional Transit Priority in the bridge corridors), and these efforts provide a firm foundation to build future work upon.

The next-generation Clipper® system, for example, is a proven regional fare payment system that has been designed to support integrated payment for multiple mobility services. The region has made a significant investment in designing this account-based system, which could serve as a platform for a future seamless mobility experience.

In addition, in July 2021, the Blue Ribbon Transit Recovery Task Force released their Transformation Action Plan including 27 recommendations to guide the post-pandemic future of the Bay Area transit network. Many of these recommendations align with the goals of Strategy T3 and have been incorporated into the Final Implementation Plan, including in areas such as fares and payment, customer information, transit services and accessibility. Implementation of these recommendations will be carried forward over the next several years collaboratively with a wide range of partners including transit agencies, the state legislature, CTAs, the California State Transportation Authority, Caltrans, paratransit providers, local jurisdictions, and non-governmental organizations, among others.

Strategy T4: **Reform regional transit fare policy**

Strategy Cost

$10 billion

Abbreviated Strategy Description

Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Lead

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues and/or increased funding** for fare policy reform, including means-based considerations	Ongoing	Business Community; CTAs; Equity and Environmental Advocates/Non-Profits; Transit Operators
	Evaluate and, if necessary, seek state legislative authority to support implementation of Fare Coordination and Integration Study recommendations	Years 1-2	
New, Existing, or Restructured Initiatives	**Implement** the recommendations of the Fare Coordination and Integration Study, including selecting and funding pilot projects	Year 1	
	Continue and seek greater strategic alignment of existing programs, including Clipper® START℠	Ongoing	

Strategy T4: **Reform regional transit fare policy**

Summary and Considerations

Although fare coordination requirements are one of the key elements of Resolution 3866, there have historically been implementation challenges with establishing consistency across two dozen independent operators. In addition, fully implementing means-based fares as envisioned by the strategy would require significant subsidy for transit operators, for which financial resources have not yet been identified. That said, MTC may have a key role to play in guiding this effort moving forward and serving as a bridge between the region's transit operators. These efforts would build off key successes such as the Clipper® program, as well as pilots such as Clipper® START℠.

As with Strategy T3, the Blue Ribbon Transit Recovery Task Force Transformation Action Plan made several recommendations relevant to this strategy in the area of fare integration policy. The Final Implementation Plan has been updated accordingly, with focus on implementing the recommendations of the Fare Coordination and Integration Study, including selecting and funding pilot projects, as well as evaluating and – if needed – seeking legislative authority to support uniform implementation.

Strategy T5: **Implement per-mile tolling on congested freeways with transit alternatives**

Strategy Cost

$1 billion

Abbreviated Strategy Description

Apply a per-mile charge on auto travel on select congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel, with excess revenues reinvested into transit alternatives in the corridor.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Lead

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	**Continue** implementation of existing programs, including FasTrak® START, HOV occupancy verification pilots and Express Lanes, while considering strategic implications of all-lane tolling	Ongoing	Business Community; CTAs; Equity and Environmental Advocates/Non-Profits; State Agencies; Transit Operators
Planning or Research	**Identify** strategies to equitably advance roadway pricing on congested freeways through technical analysis and deep engagement with key partners, stakeholders and the public	Years 2-3	

Strategy T5: **Implement per-mile tolling on congested freeways with transit alternatives**

Summary and Considerations

MTC does not currently have the authority to implement this strategy; state legislation would be required and federal regulations would need to be updated as well (although the infrastructure bill currently being debated by Congress is expected to provide the opportunity for new pilot pricing projects without new regulations). In addition, more limited public and political support will pose a challenge for successful implementation. Ongoing pilots with HOV occupancy verification and Express Lanes means-based tolls could provide important lessons and serve as building blocks for future implementation efforts.

A proposed lead role for this strategy would focus on pursuing future implementation actions that address limitations with existing authority, resources, capacity and support. In particular, MTC has received a grant from Caltrans to lead the Next-Generation Freeways Study to advance the freeway all-lane tolling concept, including a significant outreach and engagement component with county and city officials and a wide range of other stakeholders. The study is expected to explore how road pricing can benefit travelers by addressing the inequities built into the current system and also by decreasing traffic congestion. The study will also look at how to pair the strategy with complementary investments, as well as how the strategy may affect the viability of other MTC projects, such as Express Lanes and toll bridges.

There is also an opportunity to learn from existing work led by partners. In addition to Caltrans' Road Charge program, the City and County of San Francisco is leading multiple relevant initiatives, including Treasure Island and Yerba Buena Island Mobility Management (Tolling) Program as well as the Downtown Congestion Pricing Study.

Strategy T6: **Improve interchanges and address highway bottlenecks**

Strategy Cost

$12 billion

Abbreviated Strategy Description

Rebuild interchanges and widen key highway bottlenecks to achieve short-to-medium-term congestion relief.

Strategy Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Support

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	**Continue and seek** greater strategic alignment of existing programs, including "Forward" Commute Initiatives	Ongoing	CTAs; Local Jurisdictions; State Agencies

Summary and Considerations

MTC's traditional authorities and resources in this strategy area are clearly defined and delimited as the region's transportation planner, funder and coordinator and, as such, MTC is best positioned to take a "Support" role in strategy implementation. The state of California and Caltrans are particularly essential partners in delivering highway bottleneck relief and interchange improvement projects. In addition, local road projects are critical to local mobility needs and in general are best advanced by CTAs and local jurisdictions. The Alameda County Transportation Commission, for example, is conducting or has already completed assessments of key transportation corridors, which could help inform the implementation of this and other complementary strategies. There are several key regional initiatives such as the "Forward" Commute Initiatives, among others, where a more active regional role will be required.

Strategy T7: **Advance other regional programs and local priorities**

Strategy Cost

$17 billion

Abbreviated Strategy Description

Fund regional programs like motorist aid and 511, while supporting local transportation investments on arterials and local streets.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	**Continue and seek** greater strategic alignment of existing programs including Clipper®, 511, Freeway Service Patrol, Emergency Management, Incident Management and Connected Bay Area	Ongoing	CTAs; Local Jurisdictions; State Agencies

Summary and Considerations

MTC's traditional authorities and resources in this strategy area are clearly defined and delimited as the region's transportation planner, funder and coordinator. The agency has existing capacity to support regional programs such as 511, as well as locally defined arterial and local street priorities. Other existing programs to support this strategy include Freeway Service Patrol, Emergency Management, Incident Management and Connected Bay Area, among others. Connected Bay Area, for example, includes projects aimed at improving transportation system management, as well as telecommunications-based projects.

Strategy T8: **Build a Complete Streets network**

Strategy Cost

$13 billion

Abbreviated Strategy Description

Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements, car-free slow streets and 10,000 miles of bike lanes or multi-use paths.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	**Seek new revenues and/or increased funding for transportation**, including for Complete Streets priorities	Ongoing	Business Community; CTAs; Equity and Environmental Advocates/Non-Profits; Local Jurisdictions; State Agencies
New, Existing, or Restructured Initiatives	**Continue and seek** greater strategic alignment of existing programs, such as the Active Transportation Program and the Quick-Build Technical Assistance program, and local roadway asset inventory development which support Complete Streets efforts	Ongoing	
Planning or Research	**Complete and implement** the recommendations of the Regional Active Transportation Plan	Years 1-2 (complete plan); Ongoing thereafter	

Strategy T8: **Build a Complete Streets network**

Summary and Considerations

With the exception of connections to regional bridges and trails, MTC has limited authority vis-à-vis programmatic investments such as bike and road projects on local roads and land, as well as limited capacities with respect to street engineering. The agency does have an important role to play in its planning, funding and coordinating capacities, however. MTC is in the process of developing the Regional Active Transportation Plan, which will help guide regional strategy and priorities, including the development of a regional active transportation network, as well as analysis of the funding needed to implement the network. Ultimately, local jurisdictions will be responsible for implementation and, as such, this was among the most popular strategies for partnership during the Partnership Phase of the Implementation Plan. A wide range of local jurisdictions, transit agencies, CTAs, state agencies, environmental and equity non-profits, business organizations, and universities expressed an interest in working together to support strategy implementation.

There are a number of ongoing, complementary initiatives at various levels of government that support implementation of this strategy. At the federal level, the Bipartisan Infrastructure Investment and Jobs Act currently being debated by Congress is expected to include dedicated and expanded funding to support pedestrian and bicyclist needs. At the state level, Caltrans District 4 recently released both a "Pedestrian Plan for the Bay Area" as well as a "Bike Plan for the San Francisco Bay Area", which evaluated needs and is designed to serve as a reference for planners and project designers. Local jurisdictions throughout the region started, continued or even made permanent slow streets programs during the pandemic, in locations as varied as Alameda, Burlingame, Berkeley, Novato, Oakland, Petaluma, Redwood City, San Francisco and San Rafael.

Key questions for continued exploration during the implementation period will include: 1) how MTC can best support local needs and most effectively serve as a convener, facilitator and educator, 2) how to build on ongoing coordination efforts with Caltrans and further support accelerated project delivery timelines for complete streets enhancements, and 3) how to incorporate a wider range of policy considerations, such as trails connectivity, multi-benefit roadway investments, and green sustainable infrastructure, into regional active transportation planning.

Strategy T9: **Advance regional Vision Zero policy through street design and reduced speeds**

Strategy Cost

$4 billion

Abbreviated Strategy Description

Reduce speed limits to 20 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Advocate** for policy changes that will improve roadway safety, particularly for the most vulnerable users, including but not limited to authorization for automated speed enforcement	Years 1-2	CTAs; Equity and Environmental Advocates/Non-Profits; Local Jurisdictions; State Agencies
	Seek new revenues and/or increased funding for transportation, including for Vision Zero priorities	Ongoing	
New, Existing, or Restructured Initiatives	**Continue and seek greater strategic alignment of existing programs**, such as the Vision Zero shared data initiative, which support regional safety efforts	Ongoing	
	Complete and implement the recommendations of the Regional Active Transportation Plan	Years 1-5	

Strategy T9: **Advance regional Vision Zero policy through street design and reduced speeds**

Summary and Considerations

MTC has limited authority with regards to street design or roadway speeds, which are typically addressed at the local or state levels. The agency does have the Regional Safety/Vision Zero Policy, as well as other policy initiatives and performance targets to encourage and incentivize local jurisdictions to prioritize safety, such as the Regional Integrated Safety Data System. The resources and staffing required to fully support this strategy are still under development, although the needs are scalable.

Generally speaking, there is strong public and political support for reducing traffic fatalities even though there is less specific support for reducing roadway speeds, which could create political challenges. Enforcement would also be a major question with the strategy, as this has generally not been a space that MTC operates in. Partnering with all key stakeholders — including equity advocates, local jurisdictions and CTAs, among others — will be essential to supporting the strategy's success.

To that end, there is an opportunity to leverage and learn from local jurisdiction experiences with their own Vision Zero initiatives. The City of Fremont, for example, recently adopted an updated Vision Zero Action Plan commemorating five years of Vision Zero implementation in the city, which saw improvements such as brighter street lighting, citywide pedestrian countdown signals, enhanced pedestrian crossings, safer roadway striping designs, and increased enforcement of speeding. Fremont's Vision Zero program yielded a 45 percent reduction in fatalities and severe injuries caused by traffic crashes in the five years since program adoption.

Strategy T10: **Enhance local transit frequency, capacity and reliability**

Strategy Cost

$32 billion

Abbreviated Strategy Description

Improve the quality and availability of local bus and light rail service, with new bus rapid transit lines, South Bay light rail extensions and frequency increases focused in lower-income communities.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues and/or increased funding for transportation**, including for local transit expansion, and convene stakeholders through late 2023 to identify priorities and a funding framework for a future transportation ballot measure that would include new funding for transit	Ongoing	Business Community CTAs; Equity and Environmental Advocates/Non-Profits; Labor; Local Jurisdictions; State Agencies; Transit Operators;
New, Existing, or Restructured Initiative	**Continue and seek greater strategic alignment of existing programs**, including the "Forward" Commute Initiatives person-throughput investments and transit signal priority investments	Ongoing	
	Implement the transit network recommendations of the Blue Ribbon Transit Recovery Task Force, including bus transit priority, bus/rail network management reforms, and connected network planning, among others	Years 1-3	

Strategy T10: **Enhance local transit frequency, capacity and reliability**

Summary and Considerations

Although MTC has important authorities and capacities as the regional transportation planner, funder and coordinator, CTAs and transit operators have historically been responsible for implementation of local transit improvements. Financial resources are also a challenge for this strategy as many of these investments rely on new revenues that are not secured. Furthermore, local jurisdictions or the state typically have control over the roadway network, and congestion can impact the efficacy of frequency and reliability improvements. That said, "quick build" projects can be low cost and many transit priority improvement projects are cost-effective. The importance and benefits of these projects has been elevated through recent efforts such as the Safe and Seamless Mobility Quick-Strike Program.

The Blue Ribbon Transit Recovery Task Force Transformation Action Plan contained a number of transit network recommendations relevant to this strategy, including bus transit priority, bus/rail network management reforms, and connected network planning, among others. The Final Implementation Plan has been updated to reflect these recommendations.

Strategy T11: **Expand and modernize the regional rail network**

Strategy Cost

$81 billion

Abbreviated Strategy Description

Better connect communities while increasing frequencies by advancing a New Transbay Rail Crossing, BART to Silicon Valley Phase 2, Valley Link, Caltrain/High-Speed Rail Grade Separations and the Downtown Caltrain Extension, among other projects.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues** and/or increased funding for transportation, including regional transit expansion, and convene stakeholders through late 2023 to identify priorities and a funding framework for a future transportation ballot measure that would include new funding for transit	Ongoing	Business Community; CTAs; Labor; State Agencies; Transit Operators
	Advocate for major capital projects and position them for success, including sequencing projects to align with funding availability as well as assessing their existing funding, project readiness and characteristics that support Plan Bay Area 2050 goals	Years 1-4	
	Advocate for the next phase of California High-Speed Rail (CAHSR) construction to connect the Central Valley to the Bay Area, while partnering with state agencies to seek more federal and state monies for the project	Ongoing	

Strategy T11: **Expand and modernize the regional rail network**

New, Existing, or Restructured Initiatives	**Complete and implement** the TOD Policy Update to ensure land use supports transit investments and access to transit	Years 1-2 (policy update); Ongoing thereafter	*Identified above*
	Implement the rail network management reforms and connected network planning recommendations of the Blue Ribbon Transit Recovery Task Force, including delivery of the Rail Partnership and Governance Assessment	Years 1-3	
	Collaborate with local, regional and megaregional partners on major transportation projects to evaluate regional project delivery paradigms and support improved schedule adherence and reduced costs	Years 1-4	

Summary and Considerations

Although MTC has important authorities and capacities as the regional transportation planner, funder and coordinator, other strategic partners are ultimately responsible for regional rail network expansion and modernization. Financial resources are also a challenge as many of these investments rely on new revenues that are not secured. MTC's primary role in this space will therefore involve providing leadership on regional, state and federal funding advocacy efforts, supporting regional and megaregional coordination in project development and delivery, and creating an enabling policy environment to support transit investments through efforts such as the TOD Policy Update. Coordinating to ensure greater consistency between regional priorities and the upcoming update of the California State Rail Plan will also be an important consideration moving forward.

With respect to regional and megaregional coordination, the Blue Ribbon Transit Recovery Task Force Transformation Action Plan contained several recommendations relevant to this strategy, particularly with respect to rail network management reforms and connected network planning. Key initiatives that will be carried forward with strategic partners over the next two-plus years include a business case analysis of potential network management reforms, including resource requirements and implementation steps; an assessment of rail partnerships and governance; as well as the development of a Bay Area Connected Network Plan that includes transit service and hub categories, core service networks, funding requirements and next steps.

Strategy T12: **Build an integrated regional express lanes and express bus network**

Strategy Cost

$9 billion

Abbreviated Strategy Description

Complete the buildout of the regional Express Lanes Network to provide uncongested freeway lanes for expanded express bus services, carpools and toll-paying solo drivers.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Advocate** for changes to state law and federal regulations that will expand opportunities to convert general-purpose and part-time travel lanes to priced facilities	Ongoing	Business Community; CTAs; State Agencies; Transit Operators;
New, Existing, or Restructured Initiatives	**Continue and seek greater strategic alignment of existing programs**, including the Express Lanes Network expansion, and follow the recommendations of the Bay Area Express Lanes Strategic Plan, which will guide future network investments, priorities and policies	Ongoing	
	Implement the bus transit priority and connected network planning recommendations of the Blue Ribbon Transit Recovery Task Force that align with the goals of an expanded express bus network	Years 1-3	

Strategy T12: **Build an integrated regional express lanes and express bus network**

Summary and Considerations

Currently, MTC only has authority for a portion of the express lanes network, so partnership with CTAs and transit operators will be essential to the success of an integrated regional express lanes and express bus network. Although not all financial resources are secure, the express lanes are projected to generate a limited amount of net revenue that could support the network in the future. Regional express lanes projects have also been successful in obtaining state discretionary grant funding. In addition, the express bus routes identified in Plan Bay Area 2050 are lower-cost transit alternatives that could advance to implementation. MTC and partners have existing technical capacity in express lanes while transit operators have experience with express bus service; it will therefore be key to include transit operators early in any planning process for regional bus service. The recently adopted Bay Area Express Lanes Strategic Plan will help guide future investments, priorities and policies for the network. New challenges for the Express Lane Network include how to effectively mitigate vehicle miles traveled (VMT) impacts and whether this can be done on a regional basis; whether there will be any long-term impacts from the COVID-19 pandemic; and how to ensure consistent policies as the network coalesces into a seamless, connected system. Finally, express lanes will be included in the scope of the all-lane tolling on congested freeways study identified in Strategy T5 to better understand the role of express lanes in a road pricing environment.

Strategy EN1: **Adapt to sea level rise**

Strategy Cost

$19 billion

Abbreviated Strategy Description

Protect shoreline communities affected by sea level rise, prioritizing nature-based actions and resources in areas of low costs and high benefits and providing additional support to vulnerable populations.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues** to support sea level rise adaptation	Ongoing	BCDC; Business Community; CTAs; Equity and Environmental Advocates; Labor; Local Jurisdictions; State Agencies; Transit Operators
	Advocate for legislative reforms to better address climate adaptation and resilience goals and establish clear roles and responsibilities for sea level rise adaptation planning, funding and implementation through the BARC Regional Climate Adaptation Legislative Working Group	Years 1-2	
New, Existing, or Restructured Initiatives	**Support** multi-benefit, multi-jurisdictional shoreline adaptation efforts, working in partnership with cities, counties and other key partners, with a goal of supporting up to five adaptation planning processes by 2025	Years 3-5	
	Support BCDC in implementation of the Bay Adapt Joint Platform, a collaborative strategy to adapt to rising sea levels	Ongoing	
	Support BCDC in the development of a "One Bay" Vision for sea level rise adaptation rooted in community, Bay ecosystems and the economy, incorporating this vision into the next Plan Bay Area update	Years 2-5	

Strategy EN1: **Adapt to sea level rise**

New, Existing, or Restructured Initiatives *(cont'd)*	**Prioritize** implementation of natural and nature-based solutions through the San Francisco Estuary Partnership's projects and programs	Ongoing	*Identified above*
Planning or Research	**Develop** a sea level rise funding plan to support the implementation of projects that reduce sea level rise risks to communities, infrastructure and ecology, prioritizing green infrastructure wherever possible	Years 1-3	
	Study and identify Plan Bay Area 2050 Growth Geographies for resilience risk and opportunities and reform Growth Geography planning guidance accordingly	Years 2-4	

Summary and Considerations

During the Implementation Plan Partnership Phase over summer 2021, MTC/ABAG heard from several partners and stakeholders that the agencies would be best positioned to play a partnership role in supporting this strategy, to better reflect the multi-sectoral and multi-disciplinary nature of sea level rise adaptation work.

Over the last several years, MTC/ABAG have been growing technical capacity by building internal staffing expertise, funding and managing local and regional climate adaptation planning efforts, and strengthening partnerships with other agencies, local jurisdictions, counties, non-profits, CBOs and the business community. MTC/ABAG host the San Francisco Estuary Partnership (SFEP), which advances projects and programs to increase the resilience of the estuary and its surrounding communities under its *Estuary Blueprint*. SFEP also works closely with the California State Coastal Conservancy (SCC) providing staff support for the San Francisco Bay Restoration Authority. As members of the Bay Area Regional Collaborative (BARC), MTC and ABAG work collaboratively with other member agencies including BCDC, the SCC, and the San Francisco Bay Regional Water Quality Control Board to address regional climate change challenges through regional coordination.

Partners have also been leading sea level rise work on the county and regional levels. Marin County's BayWAVE initiative aims to provide coordinated sea level rise and adaptation planning through partnerships, education and projects. In January 2020, the San Mateo County Flood and Sea Level Rise Resiliency District, known as OneShoreline, was formed as an independent government agency working to make San Mateo County more resilient to the climate change-related impacts of sea level rise, flooding, and coastal erosion through planning, funding and building projects. In December 2020, Caltrans District 4 released an "Adaptation Priorities Report" which included a prioritized list of potentially exposed transportation assets.

More broadly, beginning in 2019, Bay Adapt, a voluntary, collaborative initiative led by BCDC, sought to establish regional agreement on the actions necessary to protect the Bay Area's people and natural and built environments from sea level rise. In June 2021, Bay Adapt's 35-member Leadership Advisory Group of executive-level leaders from private, public, and nonprofit organizations unanimously agreed to support its implementation. The Bay Adapt Joint Platform lays out nine actions and 21 tasks that will enable the region to adapt faster, better and more equitably to a rising Bay; the actions identified in the Plan Bay Area 2050 Implementation Plan are fully consistent with and supportive of the Bay Adapt Joint Platform. Key considerations for partners moving forward will include ensuring the ongoing participation and leadership of Community Based Organizations (CBOs) and frontline communities in climate adaptation planning as well as making climate science, information, and guidance easier to access – potentially through a science consortium or "storefront" for technical assistance.

Strategy EN2: **Provide means-based financial support to retrofit existing residential buildings**

Strategy Cost

$15 billion

Abbreviated Strategy Description

Adopt building ordinances and incentivize retrofits to existing buildings to meet higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset associated costs.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	**Seek new revenues** to incentivize residential building retrofits and advocate for changes relative to the use of ratepayer funds	Years 3-5	Air District; Equity and Environmental Advocates/Non-Profits; Labor; Local Jurisdictions; State Agencies
New, Existing, or Restructured Initiatives	**Evaluate** the feasibility of expanding BayREN's scope/mission to support residential building retrofits and water/energy upgrades in order to reduce risks from hazards while also reducing energy and water use, utility bills, and greenhouse gas emissions	Years 3-5	
Planning or Research	**Compile** detailed assessments for seismic, wildfire, water and energy needs, which will explore financial needs, key relevant initiatives, best practices, key stakeholders and workforce and technology needs, among other areas	Years 1-3	

Strategy EN2: **Provide means-based financial support to retrofit existing residential buildings**

Summary and Considerations

BayREN, a regional program administered through ABAG, administers existing programs to provide energy retrofits both single family and multifamily buildings, as well as an existing water efficiency program. These programs are currently funded with ratepayer dollars from the California Public Utilities Commission and provide technical assistance and rebates for energy efficiency improvements, as well as an assessment of health-related building issues for single family homes and encouragement to reduce climate impacts. BayREN also has a codes program focusing on adoption and implementation of state laws and local ordinances. Expanding BayREN's scope or mission beyond its existing program offerings would require authority from BayREN's Coordinating Circle and would be contingent on securing significant new resources over the next three to eight years. Regional coordination already occurs relative to energy efficiency programs and partnerships would need to be expanded with the scope of the program to ensure alignment with existing and evolving initiatives at the local, regional, state, and federal levels.

Some programs in the region are already starting to look at buildings more holistically. For example, the Bay Area Multifamily Building Enhancements Program supports both energy and water upgrades with consulting and cash rebates. Moving forward into the plan's implementation period, there will also be an opportunity to continue exploring how residential building resilience intersects with the work of the agencies' regional housing portfolio.

Strategy EN3: **Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings**

Strategy Cost

$18 billion

Abbreviated Strategy Description

Support electrification and resilient power system upgrades in all public and commercial buildings.

Strategy Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Support

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues** for energy upgrades and electrification and advocate for changes relative the use of ratepayer funds	Years 3-5	Air District; Business Community; Labor; Local Jurisdictions; State Agencies
New, Existing, or Restructured Initiatives	**Evaluate** the feasibility of expanding BayREN's scope/mission to support energy upgrades and electrification in existing commercial and public buildings	Years 3-5	

Strategy EN3: **Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings**

Summary and Considerations

BayREN, a regional program administered through ABAG, administers an existing program to improve energy efficiency in commercial buildings and is considering adding a program to address public buildings. BayREN also provides a Municipal Buildings ZNE/ZNC Technical Assistance Program for Bay Area local governments through its codes program. These programs are currently funded with ratepayer dollars from the California Public Utilities Commission. Because ratepayer funds can only be applied to measures that are cost-effective and will save enough money to cover the cost of the equipment and installation, some electrification and resilience improvements cannot be addressed through the existing program although there is strong interest. Financial resources are therefore a major challenge which could potentially be addressed either by advocating for changes to restrictions on ratepayer funds in order to reflect the value to ratepayers of load shifting, reducing grid impacts, and reducing climate impacts, or by obtaining additional sources of funding. Regional coordination already occurs relative to energy efficiency programs and would need to be continued and expanded to ensure alignment with existing and evolving initiatives at the local, regional state, and federal levels.

Overall, this is an area where greater federal and state leadership will be required to support strategy implementation progress and where the agencies would expect to support and align with the work of other entities. Within the region, several Bay Area community choice aggregation programs offer technical assistance or funding that help commercial or public buildings move towards carbon neutrality. East Bay Community Energy, for example, has a Municipal Electrification Assistance Program, Marin Community Energy offers a Commercial Energy Efficiency Program, and Peninsula Clean Energy together with Silicon Valley Clean Energy have an Electrification Technical Assistance program available to all building types. The Bay Area Air Quality Management District is also pursuing a Building Decarbonization Program through a variety of different initiatives.

Strategy EN4: **Maintain urban growth boundaries**

Strategy Cost

N/A

Abbreviated Strategy Description

Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.

Strategy Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Support

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	**Advocate** for the preservation of existing urban growth boundaries (UGBs) to avoid net expansion of areas eligible for urban development	Years 3-5	Equity and Environmental Advocates/Non-Profits; Local Jurisdictions; Parks/Open Space Districts

Summary and Considerations

MTC/ABAG have no authority to ensure urban growth boundaries remain fixed going forward. Although there are some modest jurisdictional costs associated with this popular strategy, from a regional perspective it is relatively low-cost to implement. In addition, technical capacity primarily resides within local jurisdictions. MTC/ABAG should have sufficient capacity to support UGBs from the regional planning perspective and will continue to advocate that local jurisdictions respect existing urban growth boundaries.

Strategy EN5: **Protect and manage high-value conservation lands**

Strategy Cost

$15 billion

Abbreviated Strategy Description

Provide strategic matching funds to help conserve and maintain high-priority natural and agricultural lands, including, but not limited to, Priority Conservation Areas (PCAs) and wildland-urban interface lands.

Strategy Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues** to support land conservation	Years 3-5	Equity and Environmental Advocates/Non-Profits; Local Jurisdictions; Parks/Open Space Districts; State Agencies
New, Existing, or Restructured Initiative	**Revamp** the PCA planning framework using a data-driven approach to better prioritize the most critical areas for conservation, while addressing a broader range of policy concerns	Years 2-3	
	Continue and seek greater strategic alignment of existing programs, including funding and implementation of the Regional Advance Mitigation Program (RAMP) as well as the San Francisco Bay Trail and San Francisco Bay Area Water Trail	Ongoing	

Strategy EN5: **Protect and manage high-value conservation lands**

Summary and Considerations

MTC/ABAG have some authority and capacity to support this strategy, particularly through the existing PCA program. To that end, many partners and stakeholders expressed a strong desire over the course of the Implementation Plan Partnership Phase to work with MTC/ABAG on the proposed revamp of the PCA planning framework. Beyond the PCA program, however, the full scope of strategy implementation will necessitate leadership from and collaboration with a host of external partners.

At the state level, California Governor Newsom's recent Executive Order N-82-20 directs the California Natural Resources Agency to lead a planning effort to combat the biodiversity and climate crises and protect at least 30 percent of California's land and coastal waters by 2030. This effort will seek to "advance multi-benefit, voluntary and cooperative approaches that protect and restore biodiversity while stewarding natural and working lands, building climate resilience, and supporting economic sustainability". A report will be provided to the governor with proposed strategies by early 2022; the Executive Order also requires CARB to be part of the scoping plan process to include natural and working lands sector in achieving the State's carbon neutrality goal.

At the regional level, the Midpeninsula Regional Open Space District has many projects working on wildlife connectivity and habitat protection. Highway 17, for example, has fragmented thousands of acres of open space in the Santa Cruz Mountains, limiting the mobility of wildlife. The Highway 17 Wildlife and Regional Trail Crossings project is working to connect over 30,000 acres of protected public lands by developing wildlife and regional trail crossings across the highway. In Marin County, OneTam is a collaboration between National Park Service, California State Parks, Marin Municipal Water District, Marin County Parks, and Golden Gate National Parks Conservancy to protect and manage the Mount Tamalpais watershed.

Ongoing policy and strategy considerations for partners during the plan's implementation period may include how to raise the funding necessary to support the strategy, including key elements such as the RAMP program, as well as how to best align with Executive Order N-82-20.

Environment: Expand Access to Parks and Open Space

Strategy EN6: **Modernize and expand parks, trails and recreation facilities**

Strategy Cost

$30 billion

Abbreviated Strategy Description

Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people from all backgrounds, abilities and ages to enjoy.

Strategy Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues** for parks, recreation and open space, with a special emphasis on improving access and enhancing amenities for Equity Priority Communities	Years 3-5	Equity and Environmental Advocates/Non-Profits; Local Jurisdictions; Parks/Open Space Districts; State Agencies; Transit Operators
New, Existing, or Restructured Initiatives	**Continue and seek greater strategic alignment of existing programs**, including the Priority Conservation Area Program, the San Francisco Bay Trail, San Francisco Bay Area Water Trail, and Quick-Build technical assistance	Ongoing	

Strategy EN6: **Modernize and expand parks, trails and recreation facilities**

Summary and Considerations

MTC/ABAG have limited authority and financial resources to support this popular strategy, although the agencies do have some existing capacity through the PCA, Bay Trail, Water Trail, and Quick-Build technical assistance programs. These existing efforts could be built upon as models to support strategic local investment in regional recreation priorities, as well as supporting active transportation access, in partnership and collaboration with key strategic partners.

Overall, however, leading strategy implementation will primarily fall under the domain of other governing bodies, including local jurisdictions, regional parks and open space districts and the state. At the state level, the California Parks and Recreation Department's Statewide Comprehensive Outdoor Recreation Plan established two primary goals: 1) For all Californians to live within a half-mile of a park; and 2) For all Californians to live in an area with a minimum of three acres of parks per 1,000 residents. In addition, every year the State Coastal Conservancy issues tens of millions of dollars in grants to non-profit organizations, public agencies, and federally-recognized tribes for projects that restore and protect the California coast, increase public access to it, and increase communities' resilience to climate change.

Within the region, the Bay Area Trails Collaborative is working to advance the completion of 13 priority trail projects through planning, education, and marketing strategies that elevate the importance of these trails as part of a complete, connected regionwide trail network. The East Bay Regional Park District (EBRPD) also offers a variety of free and low cost programming across the East Bay, including recreation and environmental education, as well as a transportation assistance program.

Ongoing policy and strategy considerations to discuss for partners during the plan's implementation period may include how to raise the funding required to support the strategy and how to best support new and modernized parks, trails and recreation facilities with an emphasis on Equity Priority Communities.

Strategy EN7: **Expand commute trip reduction programs at major employers**

Strategy Cost

N/A

Abbreviated Strategy Description

Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of telecommuting, transit, walking and/or bicycling.

Strategy Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Lead (with the Air District)

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Evaluate and, if determined necessary and feasible, seek** legislative authority to modify or expand the existing Bay Area Commuter Benefits Program in partnership with the Air District	Years 1-2 (Evaluate); Years 3-5 (Seek)	Air District; Business Community; CTAs; Equity and Environmental Advocates/Non-Profits; Local Jurisdictions; Transit Operators
New, Existing, or Restructured Initiatives	**Convene** local governments, TDM partners, transit agencies and employers to expand and foster relationships, target outreach, support education, develop metrics, share data and identify shared goals	Ongoing	
	Identify the resources and capacities necessary to implement an expanded Bay Area Commuter Benefits Program at both the Air District and MTC, including an effort to improve program data and enhance database functionality, while using existing resources to develop program messaging	Years 1-2	
Planning or Research	**Conduct research such as focus groups, workshops, surveys, polls and studies** to support the development of strategies and approaches that will maximize the viability of this strategy for major employers to implement	Years 2-4	

Strategy EN7: **Expand commute trip reduction programs at major employers**

Summary and Considerations

While the existing Bay Area Commuter Benefits Program does not have authority to set commute targets for major employers, new legislation could expand Air District/MTC authority to do so. The existing program has some funding, as well as limited staff resources from both the Air District and MTC, but it would require further expansion to fund education and outreach, tracking/reporting, regulatory oversight and enforcement. Finally, although public support for the strategy is strong, there is more work to do to build regional consensus for a sustainable commute target and facilitate needed reductions in auto commute trips.

A major focus of the implementation period will therefore involve getting critical input from employers and local partners through a wide range of mediums, building on relationships within the existing Commuter Benefit Program, developing program messaging and optimizing program design based on additional outreach, research, evaluation and planning. Aligning a potential advocacy strategy with the other "Big 4" MPOs in the state, as well as megaregional partners, may also be explored further.

During Implementation Plan Partnership Phase discussions, a number of partners expressed a strong interest in staying engaged and informed on Strategy EN7 implementation developments to better understand how strategy implementation could impact their programs or constituents. As outlined in the implementation actions above, it is the full intention of MTC and the Air District for partners to be closely involved in the development of an expanded Bay Area Commuter Benefits Program. Transit agency bulk pass programs, such as AC Transit's Easy Pass, for example, could be a tool for supporting commute trip reduction programs at major employers, and partners such as UC Berkeley could provide an ideal environment for innovative pilot projects.

Strategy EN8: **Expand clean vehicle initiatives**

Strategy Cost

$5 billion

Abbreviated Strategy Description

Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.

Strategy Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Partner

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues** and/or increased funding to support climate and electrification needs	Ongoing	Air District; CTAs; Local Jurisdictions; Equity and Environmental Advocates/Non-Profits; State Agencies
New, Existing, or Restructured Initiatives	**Restructure** MTC's Climate Initiatives Program to ensure it can effectively scale over the next five years, while advancing existing initiatives to support electric vehicle incentives and electric vehicle charger programs	Years 2-5	

Strategy EN8: **Expand clean vehicle initiatives**

Summary and Considerations

MTC has partial authority, resources and capacity to implement this popular strategy through its Climate Initiatives Program and ongoing partnership with the Air District. Successful implementation of significantly expanded incentives and infrastructure as defined in the strategy, as well as more targeted support for low-income households, will necessitate even closer partnership with other regulatory and funding agencies such as the California Air Resources Board, California Energy Commission and the Air District. It will also require an evaluation of current implementation approaches, which may require restructuring, as well as expanded capacities and resources to scale effectively. Key focus areas for the Climate Initiatives Program moving forward may include planning electric vehicle charging infrastructure; planning shared electric mobility options; increasing marketing, outreach and education efforts; and providing technical assistance for local planning and implementation.

In addition, it will be important to fully understand the implications of California Governor Newsom's Zero Emission by 2035 Executive Order (N-79-20) and ensure MTC has a seat at the table during relevant statewide legislative, planning and regulatory efforts.

Across the region, local jurisdictions have been taking a wide range of actions to support the deployment of clean vehicles. Peninsula Clean Energy, for example, has been working to support EV charging infrastructure at commercial workplaces, multi-family dwellings, and other public locations. Cities such as Berkeley and San Anselmo have developed Zero Emission Vehicle Roadmaps and cities such as Fremont and San Francisco have been taking the lead in EV fleet adoption. Community Choice Aggregators, such as East Bay Community Energy, have also been investing significant effort and resources in clean vehicle initiatives.

Strategy EN9: **Expand transportation demand management (TDM) initiatives**

Strategy Cost

$1 billion

Abbreviated Strategy Description

Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.

Strategy Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited *Partial* *Existing*

MTC/ABAG Implementation Role

Lead

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	**Seek new revenues** and/or increased funding for climate and travel demand management needs	Ongoing	Air District; Business Community; CTAs; Local Jurisdictions
New, Existing, or Restructured Initiatives	**Restructure** MTC's Climate Initiatives Program to ensure it can effectively scale over the next five years, while advancing existing initiatives including local parking policies, curb management, Targeted Transportation Alternatives, Mobility Hubs, vanpooling, car sharing, MTC SHIFT and bikeshare and e-bike incentive programs	Years 2-5	
	Convene local governments, TDM partners and employers to expand and foster relationships, target outreach, develop metrics, share data and identify shared goals	Ongoing	
	Coordinate an agency-wide, cross-sectional approach for operational TDM programs to increase efficiencies and support a shared regional vision for TDM	Years 2-5	

Strategy EN9: **Expand transportation demand management (TDM) initiatives**

Summary and Considerations

MTC has partial authority, resources and capacity to implement this strategy through existing initiatives such as the Climate Initiatives Program, Bay Area Carpool and Vanpool Programs and the Bay Area Commuter Benefits Program. These programs provide a strong foundation upon which MTC can work to expand transportation services and alternatives that will reduce greenhouse gas emissions. That said, the overall TDM space is relatively fragmented both within MTC and across the region and there is a need for a more strategic vision to help guide regional TDM efforts. Working to establish greater consensus on shared TDM goals, more clearly defining implementation roles and responsibilities, and working to ensure more equitable implementation of TDM-based strategies will be a continued focus during the plan's implementation period.

The success of any restructured and expanded TDM programs will require ongoing partnership and collaboration with local jurisdictions, employers, workers and community-based groups, among others, many of whom expressed interest during the Implementation Plan Partnership Phase to work with MTC in support of Strategy EN9 implementation. Finally, one key TDM strategy — a regional parking fee program — will require an evaluation of authority and implementation options, some of which may present unique and specific challenges related to overall public and political support.